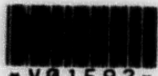


CITY OF MISSISSAUGA
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OPERATION & WORKS COMMITTEE MG.0

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THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

TUESDAY, FEBRUARY 21, 1989, 1:30 P.M.

RESOURCE LIBRARY - CIVIC CENTRE

Members: Councillor H. Kennedy
Councillor M. Prentice
Councillor F. Dale
Councillor F. McKechnie
Councillor D. Culham (Chair)
Councillor N. Iannicca

Prepared by: Linda Mailer, Clerk's Department (896-5425)
Date: February 16, 1989

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - FEBRUARY 21, 1989

DEPUTATIONS/PRESENTATIONS - 1:30 P.M.

- A. Mr. B. Waugh, Petro Canada.
SP 277-88
SEE ITEM 1
- B. A Representative of Musketeer Billiards
L.02.04.21
SEE ITEM 2

MATTERS FOR CONSIDERATION:

- | | | |
|-----|------------------|--|
| 1. | SP 227/88 | Petro Canada Products - Sidewalk Contribution |
| 2. | L.02.04.21 | Musketeer Billiards - License Renewal |
| 3. | TMT-21-1988 | Purchase of Five Forty Foot Replacement Diesel Powered Transit Buses |
| 4. | L.09.04.01 | Glenerin Inn - Proposed Directional Signage |
| 5. | T-87066
M-868 | 763442 Ontario Limited - Development of Block 30 - Kennedy Road |
| 6. | M-600
M-601 | Erin Mills Development Corporation - Assumption of Works |
| 7. | M-590 | Rowntree Court Subdivision - Assumption of Works |
| 8. | M-458 | Ursini Residential Subdivision - Assumption of Works |
| 9. | M-449 | Pinetree Development Industrial Subdivision - Assumption of Works |
| 10. | M-237 | Ferkul Residential Subdivision - Assumption of Works |
| 11. | J.05.89001 | Mavis Road Construction - Eglinton Avenue/Britannia Road |
| 12. | F.06.01.02 | Parking for Disabled Residents |
| 13. | F.06.04.02 | City Centre Drive - parking Prohibition |

14.	F.06.04.02	72 Hour On Street Parking - Reduction to 12 Hour Maximum
15.	F.06.04.02	Meredith Avenue - Extending Parking
16.	F.06.04.02	Kariya Drive/Enfield Place/Sussex Gate/Matthews Gate - Parking Prohibitions
17.	F.06.04.09	Half Load Limits
18.	F.06.04.02	Ponytrail Drive - Parking Prohibition in Front of Walkways
19.	F.06.02.01	1988 Traffic Signal Installation Program
20.	F.05.03.01	Yuma Court - Snow Removal
21.	F.06.04.02	Sherwoodtowne Boulevard - Parking/Stopping Prohibitions
22.	I.00.03	Snow Clearing Policy - Recreation and Parks
23.	I.00.02	Natural Ice Rink Policy
24.	F.06.04.14	Hoarding By-law
25.	T-87066	Superior Boulevard - Deed of Land from Ontario Hydro - 763442 Ontario Limited
26.	E.02.07.01(N)	58 Lake Street - Encroachment Agreement
27.	E.02.07.01(C)	236 Queen Street South - Encroachment Agreement
28.	E.02.07.01(B)	43 Harborn Road - Encroachment Agreement
29.	A.03.04.01	Public Vehicle Authority Report 2-89 - February 7/89
o	IN CAMERA	PROPERTY MATTERS

CITY OF MISSISSAUGA

AGENDA

OPERATIONS AND WORKS COMMITTEE

FEBRUARY 21, 1989

DEPUTATIONS/PRESENTATIONS - 1:30 P.M.

- A. Mr. B. Waugh, Petro Canada.
SP 277-88
SEE ITEM 1
- B. A Representative of Musketeer Billiards
L.02.04.21
SEE ITEM 2

MATTERS FOR CONSIDERATION:

1. Report dated February 13, 1989, from the Commissioner of Public Works in response to a request for a further report on the Petro-Canada request for an exemption from the payment of monies for a future sidewalk on North Sheridan Way and in particular the justification of calculating cash for sidewalk contribution on the basis of the entire frontage as opposed to a pro rata contribution based on the fact that this Site Plan only involves an addition to an existing building.

The present policy of the City is that the sidewalk contribution is calculated on the entire frontage of the plan. The important aspect is whether a site is subject to Site Plan approval or not subject to Site Plan approval and this decision is made by the Planning Department. The Commissioner of Planning will be reporting on this aspect under a separate report.

If the Application is subject to Site Plan approval all conditions are placed to the extent that the City is legally entitled to do so. It does not make sense to place partial conditions pursuant to some ratio be it on a square foot percentage or a dollar percentage as one can imagine the complications that would occur if a partial widening was requested as a condition of Site Plan approval based on some percentage. A widening is requested to the full extent in accordance with the Official Plan. If only a partial widening was taken at that time the City would have to buy the remainder if and when required.

RECOMMENDATION:

That the request by Petro-Canada Products for an exemption from the payment of monies for a future sidewalk on North Sheridan Way with respect to Site Plan Application SP-227/88W at 2489 North Sheridan Way be denied.

Mr. B. Waugh, representing Petro Canada will appear before the Committee regarding this matter.

SP 227-88

2. Report dated January 23, 1988, from the Commissioner of Public Works regarding the license renewals for Musketeer Billiards, 3233 Brandon Gate Drive, Mississauga.

On February 1, 1989, a report from staff recommending the renewal of the licences for Musketeer Billiards was on the agenda of Operation and Works. The Committee requested a further report from staff outlining a history of the application for renewal of the licences for these premises.

Joe & Anna Mariano have owned and operated Musketeer Bar and Billiards for a number of years and the premises was last licensed in 1987.

On December 7, 1987, Council adopted a recommendation that the application to renew Musketeer's Billiards licenses for 1988 be referred to the area representative, Councillor F. McKechnie, and staff for a thorough review.

On June 27, 1988 a report from staff was on the Council agenda but was held "In Camera" and the minutes show no resolution resulted from discussions on the item.

Staff conducted a number of inspections of the premises in 1988 and 1989 and all standards were met as required under the By-Law.

The owners of Musketeer Billiards have retained the services of the law firm of Weir & Foulds in respect to obtaining a renewal of their licences for the premises.

The Peel Regional Police have been contacted and cannot provide any specific information that would justify the refusal of a licence on the basis of same being contrary to the public interest. The City has been advised that 1988 had considerably less police involvement at the plaza in question than 1987.

RECOMMENDATION:

That the 1988 and 1989 licences for Musketeer Billiards be renewed.

A Solicitor from Weir & Foulds will appear before the Committee on behalf of Musketeer Billiards.

L.02.04.21

3. Report dated February 2, 1989, from the Transit General Manager requesting authorization to increase the order from 20 to 25 to include five replacement vehicles. Council has authorized the purchase of 20 forty foot buses to Ontario Bus Industries and they have confirmed they will supply the additional five buses.

RECOMMENDATION:

That the Transit Department be authorized to increase their order of transit vehicles with Ontario Bux Industries from 20 to 25 subject to the final approval of the Ministry of Transportation 75% subsidy.

TMT-21-1988

RECOMMEND ADOPTION

4. Report dated February 13, 1989, from the Commissioner of Public Works in response to the request from Glenerin Inn to place up to five directional signs at locations on Dundas Street/Mississauga Road, Mississauga Road/The Collegeway etc. The Inn is a commercial restaurant and hotel venture similar in nature to other older homes in Mississauga and allowing distinctive signs to be erected on such major roads would be precedent setting.

RECOMMENDATION:

That the Glenerin Inn not be permitted to install directional signs on arterial roads.

L.09.04.001

RECOMMEND ADOPTION

5. Report dated January 26, 1989, from the Commissioner of Public Works regarding the Servicing Agreement for Plan T-87066 which states that "access to lots 1, 29 and 20 will be permitted from Kennedy Road - details will be finalized during the site plan approval."

Under Part B - Building Section, Subsection 4, reads "No Building Permit is to be issued for lot 30, blocks 31 and 32 until they are developed in conjunction with adjacent lands to the south, blocks 19 to 22 (T-87003) and permit development with the Zoning By-Law."

Mr. Vatri of 763442 Ontario Limited has advised that he has made an offer to exchange Block 32 on T-87066 for Blocks 21 and 22 on M-869. Such an arrangement would permit development of all of the respective blocks on both plans. Alternatively Mr. Vatri has offered to sell Blocks 31 and 32 on T-87066 at the rate of \$375,000 per acre. Neither offer was accepted by the owner of Plan M-869.

As the access to lot 30 is from Kennedy Road and as Block 22 which is to be developed in conjunction with lot 30 is very small in comparison with lot 30, Public Works has no objection to the development of lot 30. The resolution of the residual lots and blocks can be finalized when the remaining lots and blocks develop.

RECOMMENDATION:

That Schedule 'C' Part 'B' item 4 of the Servicing Agreement for T-87066 (lands located on Kennedy Road/Ambassador Drive) be modified to delete the reference to lot 30 in order that Building Permits for Lot 30 may be obtained in the usual manner.

T-87066
M-868

RECOMMEND ADOPTION

6. Report dated January 5, 1989, from the Commissioner of Public Works regarding the assumption of the municipal works for Erin Mills Neighbourhood 201B, Registered Plans 43M-600 and 43M-601, located north of Highway 403 and west of Mississauga Road.

As far as the Public Works Department is concerned, the developer has complied with all the requirements of the Servicing Agreement for the installation of municipal services in the above mentioned plan. The remaining securities in the amount of \$346,847.83 and \$51,951.69 should be released to the developer, The Erin Mills Development Corporation.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for The Erin Mills Development Corporation, Registered Plans 43M-600 and 43M-601, located north of Highway 403 and west of Mississauga Road.
- (b) That the Letters of Credit securing the Servicing Agreement for Registered Plans 43M-600 and 43M-601 (currently valued at \$346,847.83 and \$51,951.69) be returned to the developer The Erin Mills Development Corporation.
- (c) That a by-law be enacted establishing the road allowances within Registered Plans 43M-600 and 43M-601 as public highway and part of the municipal system of the City of Mississauga.

M-600
M-601

RECOMMEND ADOPTION

7. Report dated January 31, 1989, from the Commissioner of Public Works regarding the assumption of the municipal services for Rowntree Court Subdivision, Plan 43M-590, located north of Rathburn Road East and east of Fieldgate Drive.

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Rowntree Court Subdivision Plan 43M-590, located north of Rathburn Road East and east of Fieldgate Drive.
- (b) That the Letter of Credit for Plan 43M-590 currently valued at \$53,667.68, be returned to the developer, Laura Ochshorn Investments Ltd. and Grando Holdings Ltd.
- (c) That a by-law be enacted establishing the road allowance within Plan 43M-590 as public highway and part of the municipal system of the City of Mississauga.

M-590

RECOMMEND ADOPTION

8. Report dated January 27, 1989, from the Commissioner of Public Works regarding the assumption of the municipal works for Ursini Residential Subdivision, Plan M-458, located south of Britannia Road West and east of Erin Mills Parkway.

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services in Plan M-458.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Ursini Residential Subdivision, located south of Britannia Road West and east of Erin Mills Parkway.
- (b) That the Letter of Credit securing the Servicing Agreement for Plan M-458 (currently valued at \$70,161.27) be returned to the developer, Leonard Ursini Investments Limited.
- (c) That a by-law be enacted establishing the road allowances within Plan M-458 as public highway and part of the municipal system of the City of Mississauga.

M-449
F.02.02**RECOMMEND ADOPTION**

9. Report dated February 9, 1989, from the Commissioner of Public Works regarding the assumption of the municipal services for Pinetree Development Industrial Subdivision, Phase I, Plan M-449 (located north of Britannia Road East and west of Tomken Road).

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Engineering Agreement for the installation of municipal services.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Pinetree Development Industrial Subdivision, Plan M-449, located north of Britannia Road East and west of Tomken Road.
- (b) That the Letter of Credit for Plan M-449 currently valued at \$201,890.38, be returned to the developer, Pinetree Development Company Limited.
- (c) That a by-law be enacted establishing the road allowance within Plan M-449 as public highway and part of the municipal system of the City of Mississauga.

M-237
F.02.02

RECOMMEND ADOPTION

10.

Report dated January 31, 1989, from the Commissioner of Public Works regarding the assumption of the Municipal Services for Ferkul Residential Subdivision, Plan 43M-237 located north of the North Service Road and east of Cliff Road.

As far as the Public Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of the municipal services.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Ferkul Residential Subdivision, Plan M-237, located north of North Service Road and west of Cliff Road.
- (b) That the Letter of Credit for Plan M-237 currently valued at \$37,820.50, be returned to the developer, F & F Construction Company Limited.
- (c) That a bylaw be enacted establishing the road allowance within Plan M-237 as public highway and part of the municipal system of the City of Mississauga.

M-237
F.02.02

RECOMMEND ADOPTION

11. Report dated January 31, 1989, from the Commissioner of Public Works regarding the construction of Mavis Road from Eglinton Avenue to Britannia Road.

From a transportation standpoint it is important to get Mavis Road built to a minimum of four lanes with intersection improvements from Eglinton Avenue to Britannia Road as soon as is reasonably possible.

As far as an update on the status of Mavis Road construction is concerned, it would appear at this time that the right-of-way to permit the construction of Mavis Road from Eglinton Avenue to Britannia Road can be resolved on the basis of Council's approval in principle of the concepts outlined in the report together with the assumption that the issues outlined in Orlando/Cantay's letter of January 26, 1989, can be resolved.

RECOMMENDATION:

- (a) That subject to the Region of Peel lifting the general restriction of development due to landfill site requirements the restriction on the Britannia Landfill Site be limited to the west streetline of the proposed Mavis Road alignment.
- (b) That the Public Works Department continue negotiations with the Developers in the area to obtain a gratuitous dedication of the right-of-way for the proposed Mavis Road between Eglinton Avenue and Britannia Road.
- (c) That the Public Works Department negotiate with the affected Developers in the area together with the Region of Peel (sanitary and water) to arrive at an agreement concerning the construction of Mavis Road including the timing and financial considerations and that a further report be prepared at that time.

J.05.89001

RECOMMEND ADOPTION

12. Report dated January 30, 1989, from the Commissioner of Public Works regarding parking for disabled residents.

The Public Works Department is in receipt of a copy of a letter from Mr. Mel Posesorski, Chairman of the Metro Toronto Chapter of the Multiple Sclerosis Society of Canada, which was addressed to the Peel Regional Chairman, Mr. R.F. Bean.

Mr. Posesorski has expressed a number of legitimate concerns on behalf of disabled residents who operate motor vehicles. Each of these concerns has been, or will be, dealt with by the Public Works Department, at which time a report will be forwarded to the Operations and Works Committee.

RECOMMENDATION:

That the report dated January 30, 1989 from the Commissioner of Public Works providing an update on the feasibility of permitting vehicles with handicapped designation, special on-street parking privileges in the City of Mississauga, be received for information.

F.06.01.02

RECOMMEND ADOPTION

13. Report dated January 3, 1989, from the Commissioner of Public Works in response to concerns raised by Mr. Don Pickett, the Property Manager of Square One, regarding the parking on City Centre Drive.

Mr. Pickett has requested that the City of Mississauga prohibit parking on City Centre Drive from the north limit of Robert Speck Parkway to the south limit of Rathburn Road. It has been determined that this portion of City Centre Drive is now under the jurisdiction of the City.

In the interest of safety, parking should be prohibited on City Centre Drive from the north limit of Robert Speck Parkway to the south limit of Rathburn Road, with the exception of the implemented stopping prohibition to a point 60 metres north of the signals on the west side. The parking prohibition will ensure safer operation through this section of City Centre Drive.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement the following:

- (a) A parking prohibition on the east side of City Centre Drive from the north limit of Robert Speck Parkway to the south limit of Rathburn Road.
- (b) A parking prohibition on the west side of City Centre Drive from a point 60 metres north of the north limit of Robert Speck Parkway to the south limit of Rathburn Road.

F.06.04.02

RECOMMEND ADOPTION

14. Report dated January 23, 1989, from the Commissioner of Public Works regarding the proposed reduction of 72 hour On-Street Parking to 12-hour Maximum.

In 1984 two distinct arrangements were made available; 12-hour parking which permits a vehicle to be parked on the roadway overnight for example, and 72-hour parking which provided the accommodation of a vehicle on the roadway for residents who may be vacationing over a long week-end.

It is evident and substantiated by the degree of implementation that long-term on-street parking has filled a need for residents owning multiple vehicles. It is also evident however, that long-term parking, particularly 72-hour parking, has been abused and created more than its share of problems.

The Public Works Department maintains that the need for on-street long-term parking can be adequately fulfilled with a maximum duration of 12-hours. Therefore, in order to reduce problems of parking abuse, snow removal, roadway maintenance and garbage pick-up, all 72-hour designations should be reduced to a maximum 12-hours.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement reductions in the duration of time from 72-hours to a maximum 12-hours on-street parking on Barsuda Drive, Bromsgrove Road, Carletta Drive, Gananoque Drive, Glen Erin Drive, Goreway Drive, John Street, Kirwin Avenue, Littlejohn Lane, Mississauga Valley Boulevard, Pine Avenue North, Queen Street West, Shelter Bay Road, South Millway, Third Street and Westminster Place.

F.06.04.02

RECOMMEND ADOPTION

15. Report dated January 23, 1989, from the Commissioner of Public Works in response to a request to extend parking to 12-hours on Meredith Avenue.

After review in January 1989 by Public Works staff it was found that each of the homes on this street has 200% on-site parking.

In accordance with Council policy adopted in May 1984, extended on-street parking will only be considered in residential areas where less than 200% on-site parking space is available for each residence, with no room for expansion.

There is sufficient on-site parking space (200%) on Meredith Avenue for each home, therefore, based on City Council approved criteria, 12-hour on-street parking is not justified on Meredith Avenue.

RECOMMENDATION:

That, in accordance with Council policy adopted May 1984, extended on-street parking not be implemented on Meredith Avenue as a minimum of 200% on-site parking space is available for each residence.

F.06.04.02

RECOMMEND ADOPTION

16. Report dated January 23, 1989, from the Commissioner of Public Works regarding Parking Prohibitions on Kariya Drive, Enfield Place, Sussex Gate and Matthews Gate.

The Public Works Department has received complaints from Wm. G. Robinson, Property Manager, Sussex Centre and R.I. Cerny, President, Matthews Contracting Inc. pertaining to traffic and parking congestion around the Sussex Centre and Hotel Novotel.

The inclusion of parking/stopping prohibitions on Kariya Drive, Enfield Place, Sussex Gate and Matthews Gate will enable safe and efficient two-way traffic movement on these roadways. The implementation of one hour parking on certain roadways will provide convenient short-term parking for the adjacent businesses.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement the following:

- (a) 'No Parking' prohibitions on both sides of Kariya Drive from Burnhamthorpe Road to Enfield Place (north intersection);
- (b) 'No Parking' prohibitions on both sides of Enfield Place between Kariya Drive (north intersection) and Matthews Gate; and on the north side of Enfield Place between Kariya Drive (south intersection) and Matthews Gate;
- (c) 'No Parking' prohibition on the east side of Sussex Gate between Burnhamthorpe Road and Enfield Place;
- (d) 'No Parking' prohibition on the north side of Matthews Gate between Enfield Place and Hurontario Street;
- (e) 'Parking Restriction' for one hour on both sides of Kariya Drive between Enfield Place (north intersection) and Enfield Place (south intersection);
- (f) 'Parking Restriction' for one hour on the west side of Sussex Gate between Burnhamthorpe Road and Enfield Place;
- (g) 'Parking Restriction' for one hour on the south side of Matthews Gate between Enfield Place and Hurontario Street.

F.06.04.02

RECOMMEND ADOPTION

17. Report dated January 30, 1989, from the Commissioner of Public Works regarding restrictive half-load limits which are designated on various sub-standard roadways throughout the City effective March 1 through to April 30, annually. The restriction is applied to such roadways susceptible to damage by excessive vehicular weight during the Spring thaw. The schedule of roadways is constantly revised in concert with the City's program of roadway reconstruction.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement half-load designations for 1989.

F.06.04.09

RECOMMEND ADOPTION

18. Report dated January 6, 1988, from the Commissioner of Public Works in respect to a request for a parking prohibition in front of the walkways on Ponytrail Drive.

Staff from the Public Works Department met with Ms. Harvey with respect to parked vehicles on Ponytrail Drive obstructing garbage pick-up at the Russet Homes Cooperative. The waste collectors are currently experiencing problems accessing the refuse when vehicles are parked in front of the walkways from this complex. It was concluded that three of the walkways require a clear access to Ponytrail Drive in order that they may be used as pick-up points for waste.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement a 'No Parking Anytime' prohibition on the north side of Ponytrail Drive, as follows:

- (i) from a point 38 metres east of Fieldgate Drive to a point 4 metres easterly thereof;
- (ii) from a point 98 metres east of Fieldgate Drive to a point 4 metres easterly thereof;
- (iii) from a point 184 metres east of Fieldgate Drive to a point 4 metres easterly thereof.

This report was included on the agenda of February 1, 1989 and deferred to this meeting at the request of Councillor Prentice. Councillor Prentice advises that the residents have been consulted and the recommendations acceptable.

F.06.04.02

RECOMMEND ADOPTION

19. Report dated February 2, 1989, from the Commissioner of Public Works outlining the 1988 Traffic Signal Installation Program which identifies the locations where signals were installed including those funded by the City and subsidized by the Province of Ontario and those funded by developer contributions. There were fourteen intersections where signals were installed in 1988.

RECOMMENDATION:

That the report dated February 2, 1989, from the Commissioner of Public Works listing the intersections that were newly signalized in 1988 be received for information.

F.06.02.01

RECOMMEND ADOPTION

20. Report dated January 30, 1989, from the Commissioner of Public Works in response to a petition from the residents on Yuma Court for improved winter maintenance. Yuma Court does not form part of the priority route system and qualifies for level 3 service which dictates that after all major arterial and collector routes are completed then secondary routes will be cleared.

RECOMMENDATION:

That level 3 service for winter control on Yuma Court be maintained.

F.05.03.01

RECOMMEND ADOPTION

21. Report dated February 13, 1989, from the Commissioner of Public Works regarding Parking/Stopping Prohibitions on Sherwoodtowne Boulevard.

With the construction of the Rathburn Road/Hurontario Street interchange, Sherwoodtowne Boulevard will become a major connecting link between Rathburn Road and Hurontario Street. The increased traffic volume will necessitate the implementation of parking/stopping prohibitions on both sides of Sherwoodtowne Boulevard, from Rathburn Road to Hurontario Street. These prohibitions will allow safe and efficient traffic movement on this roadway.

To ensure safe and efficient traffic movement on Sherwoodtowne Boulevard stopping prohibitions are required on the south side at all times, and on the north side of Sherwoodtowne Boulevard between 7:00 a.m. to 9:00 a.m. and between 3:30 p.m. and 6:00 p.m. A 'No Parking' prohibition is required during off-peak hours on the north side.

RECOMMENDATION:

That a by-law be enacted to amend By-Law 444-79, as amended, to implement the following:

- (a) 'No Stopping Anytime' restriction on the south side of Sherwoodtowne Boulevard between Hurontario Street and Rathburn Road East.
- (b) 'No Parking Anytime' restriction on the north side of Sherwoodtowne Boulevard between Hurontario Street and Rathburn Road East.
- (c) 'No Stopping' restriction on the north side of Sherwoodtowne Boulevard between Hurontario Street and Rathburn Road East from 7:00 a.m. to 9:00 a.m. and 3:30 p.m. to 6:00 p.m. (Will over-ride prohibition in part (1) during peak hours).

F.06.04.02

RECOMMEND ADOPTION

22. Report dated February 21, 1989, from the Commissioner of Recreation and Parks regarding the snow clearing policy at designated City facilities and park areas.

This operation involves the removal of snow and sanding or salting at the Civic Centre, Libraries, Community Centres, Arenas, Pools, Senior Citizen Centres and Park Walkways. In addition, snow fencing is installed in certain areas to alleviate drifting of snow and to restrict public access.

A Policies and Procedures document for Snow Clearing Operations has been prepared for Recreation and Parks Department staff to identify the objectives and the policies governing the administration and maintenance components of the program.

Prior to disseminating this written information to staff, the policy is being brought forward for consideration by the Operation and Works Committee.

The formal adoption of this policy for Recreation and Parks Snow Clearing Operations will assist staff and administration to effectively operate and monitor this function.

RECOMMENDATION:

That the report dated February 21, 1989 from the Commissioner of Recreation and Parks which formally introduces a priority sequence policy for Recreation and Parks Snow Clearing Operations, be approved.

L00.03

RECOMMEND ADOPTION

23. Report dated February 21, 1989, from the Commissioner of Recreation and Parks regarding the policy on natural ice rinks.

The Recreation and Parks Department is responsible for identifying suitable and viable natural ice rink locations in the City of Mississauga and for providing assistance in their operations.

A Policies and Procedures document for Mississauga's Natural Ice Rink Program has been prepared for Recreation and Parks Department staff to identify the objectives and the policies governing the operation and administration of the program.

Prior to disseminating this written information to staff, the policy statement is being brought forward for consideration by the Operation and Works Committee.

The provision of natural ice rinks is an important service in our City. The adoption of this policy will recognize the partnership between the City and volunteer groups in providing this service.

RECOMMENDATION:

That the report dated February 21, 1989 from the Commissioner of Recreation and Parks which formally introduces a Mississauga Natural Ice Rink Program Policy, be approved.

I.00.02

RECOMMEND ADOPTION

24. Report dated February 3, 1989, from the City Solicitor regarding the Hoarding By-law. Public Works indicated that there is an ever increasing number of requests to place hoarding and building material within public highways to facilitate building operations on adjacent lands.

The Legal Department has prepared a general regulatory by-law to avoid drafting individual by-laws for each request.

RECOMMENDATION:

That a by-law be enacted to authorize the temporary encroachment on public highways of hoardings and building materials during building operations on adjacent lands.

F.06.04.14

RECOMMEND ADOPTION

25. Report dated February 3, 1989, from the City Clerk regarding a Deed of Land to City of Mississauga from Ontario Hydro for part of Superior Boulevard.

As a condition of development of industrial subdivision T-87066 being developed by 763442 Ontario Limited, the City is to acquire from Ontario Hydro a parcel of land (Parts 1, 2, and 3, Plan 43R-12600) for the completion of Superior Boulevard right-of-way between Kennedy Road and Hurontario Street.

The funding for the acquisition has been provided by the developer. The location of the parcel has been reviewed and approved by the Public Works Department.

RECOMMENDATION:

That a by-law be enacted authorizing execution of a Deed of Land from Ontario Hydro to the City of Mississauga over Part of Lot 9, Concession 1, West of Hurontario Street, designated as Parts 1, 2 and 3 on Plan 43R-16200 (Superior Boulevard).

T-87066

RECOMMEND ADOPTION

26. Report dated February 1, 1989, from the City Clerk regarding an Encroachment Agreement on a public highway for the property located at 58 Lake Street (Port Credit), Part of Lot 8, Plan 300 W, submitted by Leonard Lawrence Priester.

As a condition of mortgaging, pursuant to the sale of 58 Lake Street, it was requested that a legal survey be prepared showing a partial encroachment of the dwelling onto Lake Street. The extent of the encroachment which comprises the front of the dwelling is approximately 1.52 m (5 ft.). and has existed in excess of forty years which is the estimated age of the house.

As the encroachment does not constitute a traffic hazard, the Public Works Department has no objection to the encroachment, provided that an appropriate Indemnification Agreement is entered into by the owner of 58 Lake Street.

RECOMMENDATION:

That a by-law be enacted authorizing execution of an Encroachment, Indemnity and Release Agreement dated November 7, 1988, submitted by Leonard Lawrence Priester in recognition of a partial encroachment of the residential dwelling at 58 Lake Street.

E.02.07.01(N)

RECOMMEND ADOPTION

27. Report dated January 30, 1989, from the City Clerk regarding an Encroachment Agreement on a public highway for property located at 236 Queen Street South (Streetsville) submitted by Julie E. Rocca.

In the course of processing a building permit application for the property located at 236 Queen Street South (Streetsville) it became apparent that the brick front wall projects 0.45 m (approximately 18 inches) onto Queen Street South.

In recognition of the encroachment and to facilitate the processing of the building permit application, Julie E. Rocca has submitted to the City a fully executed Encroachment Indemnity and Release Agreement pursuant to the authority of the Municipal Act.

The Public Works Department has no objection to the described encroachment provided that the appropriate agreement is entered into by the owner of the encroaching building.

RECOMMENDATION:

That a by-law be enacted authorizing execution of an Encroachment, Indemnity and Release Agreement dated November 25, 1988 submitted by Julie E. Rocca in recognition of an encroaching brick front wall at the owner's premises located at 236 Queen Street South (Streetsville).

E.02.07.01(C)

RECOMMEND ADOPTION

28. Report dated January 30, 1989, from the City Clerk regarding an Encroachment Agreement on a public highway for property located at 43 Harborn Road (n.w. corner of Harborn Road and Grange Drive) submitted by Allan and Karen Campbell.

Pursuant to an inspection in June of 1988 by the By-law Enforcement section of the Public Works Department it was determined by survey that the privacy fence and cedar hedge of the residential dwelling was partially encroaching on Harborn Road and Grange Drive.

The encroachment has been in place in excess of 13 years. The fence is 1.8 m (6 ft.) high and the hedge is approximately 3 m (10 ft.) high. Public Works Traffic staff have also made an inspection of the location and are of the opinion that the fence and cedar hedge do not impair traffic visibility.

RECOMMENDATION:

That a by-law be enacted authorizing execution of an Encroachment, Indemnity and Release Agreement dated December 21, 1988, submitted by Allan and Karen Campbell, the owners of 43 Harborn Road in recognition of an encroaching fence and cedar hedge on part of Harborn Road and Grange Drive.

E.02.07.01(B)

RECOMMEND ADOPTION

29. Report 2-89 of the Public Vehicle Authority meeting held on February 7, 1989.

A.03.04.01

RECOMMEND ADOPTION

- o IN CAMERA PROPERTY MATTERS



Corporate Report

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Clerk's Files

OPERATIONS/WORKS

FEB 21 1989

Originator's SP-227/88W
Files 11 141 89045

DATE: February 13, 1989
TO: Chairman and Members of the Operations and Works Committee
FROM: William P. Taylor, P. Eng., Commissioner, Public Works
SUBJECT: Sidewalk Contribution - Petro-Canada Products, 2489 North Sheridan Way.

ORIGIN: Operation and Works Committee, February 1, 1989.

COMMENTS: At Operation and Works Committee Meeting, February 1, 1989, staff was requested to prepare a further report on the issue of the above noted Site Plan in general and, in particular, to the justification of calculating cash for sidewalk contribution on the basis of the entire frontage as opposed to a pro rata contribution based on the fact that this Site Plan only involves an addition to an existing building.

The present policy of the City is that the sidewalk contribution is calculated on the entire frontage of the plan. The important aspect is whether a site is subject to Site Plan approval or not subject to Site Plan approval and this decision is made by the Planning Department. The Commissioner of Planning will be reporting on this aspect under a separate report. If the Application is subject to Site Plan approval we place all conditions to the extent that the City is legally entitled to do so. It does not make sense to place partial conditions pursuant to some ratio be it on a square foot percentage or a dollar percentage as one can imagine the complications that would occur if we were to request a part widening as a condition of Site Plan approval based on some percentage. We request a widening to the full extent in accordance with the Official Plan. If only a partial widening was taken at that time the City would have to buy the remainder if and when required.

1(a)

Chairman and Members of the
Operations and Works Committee

- 2 -

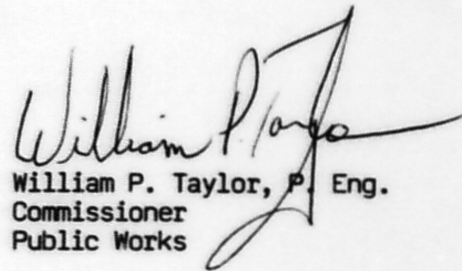
February 13, 1989

CONCLUSION:

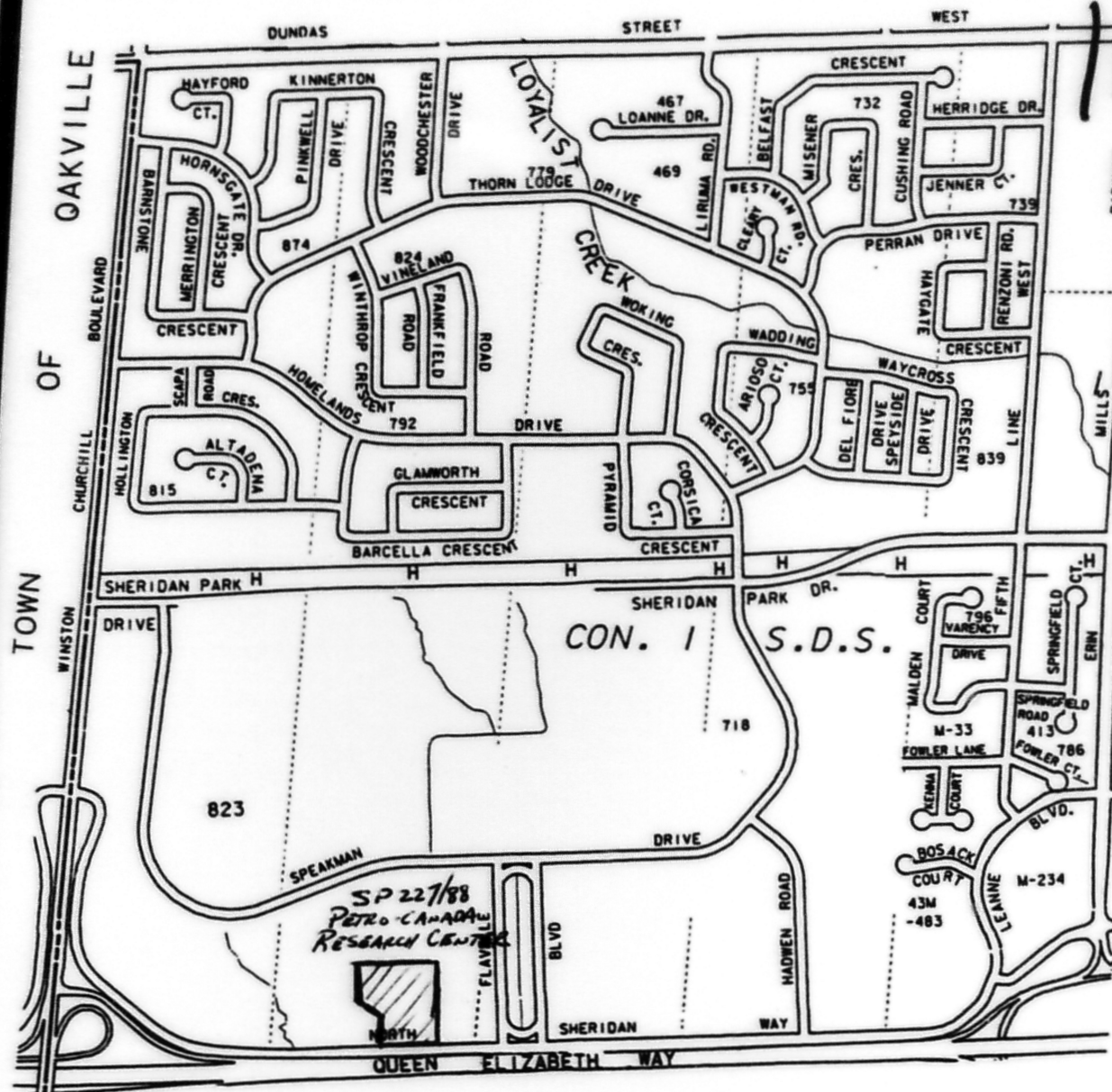
It is reasonable for the City to place conditions on a Site Plan to the maximum that it is legally entitled to do so.

RECOMMENDATION:

That Petro-Canada Products' request for exemption from the payment of monies for a future sidewalk on North Sheridan Way with respect to Site Plan Application SP-227/88W at 2489 North Sheridan Way be denied.


William P. Taylor, P. Eng.
Commissioner
Public Works

AEM:dbw
0550E/167E



MISSISSAUGA

Public Works Department

Sidewalk Contribution -
Petro-Canada Products,
2489 North Sheridan Way

FILE No.

150



Corporate Report

OPERATIONS/WORKS

OPERATIONS/WORKS

OPERATIONS/WORKS

FEB 21 1989

JAN 05 1989

DEC 4 1988

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SP227-88

Originator's
File

11 141 00046
SP-227/88W

FEB 1 1989

OPERATIONS/WORKS

DATE:

December 2, 1988

TO:

Chairman and Members of the Community Planning and Development Committee

FROM:

William P. Taylor, P.Eng., Commissioner of Public Works

SUBJECT:

Major Sidewalk Construction

ORIGIN:

Request by Petro-Canada Products, 2489 North Sheridan Way for exemption from the payment of monies for a future sidewalk on North Sheridan Way as a condition of site plan approval for Application SP-227/88W.

BACKGROUND:

- (1) On January 25, 1982 Council by Resolution #32 adopted the following:

BE IT RESOLVED THAT

- (a) On draft plans of subdivision which have not been approved by Council as of January 25, 1982, the developers be required to pay the City the cost of constructing a sidewalk on a major road which abuts their plan of subdivision (where no sidewalk exists at the present time).
- (b) That all rezoning and site plan applications which have not been approved by Council as of January 25, 1982, be required to pay for the cost of constructing a sidewalk on a major road which is adjacent to the development (where no sidewalk exists at the present time).
- (c) That the cash in lieu of sidewalk construction payments on major roads be deposited in a special reserve account with interest to be credited to the Special Sidewalk Reserve Account, and that a specific amount be withdrawn annually from the account for sidewalk construction along major roads on a City-wide basis.
- (2) In accordance with Clause (b) of the above Resolution Petro-Canada Products were requested to pay the City of Mississauga monies for the future construction of a concrete sidewalk on North Sheridan Way as a condition of approval for their Site Plan Application SP-227/88W.

Continued. . .

December 2, 1988

1(d)

PRESENT STATUS: Petro-Canada Products are requesting an exemption from the payment of the monies for the future sidewalk on North Sheridan Way on the basis that Council Resolution #32 of 1982 applies only to new developments and not to the expansion of an existing building which is the reason for their site plan application.

This department has always taken the position that if site plan approval is required then the policy applies.

COMMENTS: Clause (b) of Council Resolution #32 of 1982 makes no provision for exemption of existing developments from the payment of monies for future sidewalks and has been applied to all site plans on major roads since its adoption by Council in 1982.

CONCLUSION: Petro-Canada Products should be required to pay for a future sidewalk in accordance with Council Resolution #32 of 1982.

RECOMMENDATION: That Petro-Canada Products' request for exemption from the payment of monies for a future sidewalk on North Sheridan Way in connection with Site Plan Application SP-227/88W at 2489 North Sheridan Way be denied.

W.P. Taylor
W.P. Taylor, P.Eng.
Commissioner
Public Works Department

CO/dm
0486W

attach.



FEB 21 1989

OPERATIONS/WORKS

Received by FEB 14 1989
Clerk's Dept.

Clerk's Files L.02.04.21

Originator's
Files

DATE: February 13, 1989

TO: Chairman and Members of Operations and Works Committee.

FROM: William P. Taylor, P. Eng.
Commissioner of Public Works

SUBJECT: Musketeer's Billiards License Renewals
3233 Brandon Gate Drive, Mississauga

ORIGIN: Council, June 27, 1988.

BACKGROUND: On February 1, 1989 a report from staff recommending the renewal of the licences for Musketeer Billiards was on the agenda of Operation and Works. The Committee requested a further report from staff outlining a history of the application for renewal of the licences for these premises.

COMMENTS: Joe & Anna Mariano have owned and operated Musketeer Bar and Billiards for a number of years and the premises was last licensed in 1987.

On December 7, 1987, Council adopted a recommendation that the application to renew Musketeer's Billiards licenses for 1988 be referred to the area representative, Councillor F. McKechnie, and staff for a thorough review.

On June 27, 1988 a report from staff was on the Council agenda but was held "In Camera" and the minutes show no resolution resulted from discussions on the item.

Staff conducted a number of inspections of the premises in 1988 and 1989 and all standards were met as required under the By-Law.

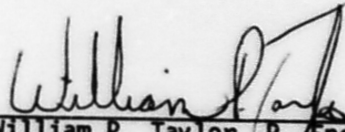
The owners of Musketeer Billiards have retained the services of the law firm of Weir & Foulds in respect to obtaining a renewal of their licences for the premises. (see attached letter from Weir & Foulds)

2(a)

The Peel Regional Police have been contacted and cannot provide any specific information that would justify the refusal of a licence on the basis of same being contrary to the public interest. The City has been advised that 1988 had considerably less police involvement at the plaza in question than 1987.

CONCLUSION: Staff, upon reviewing all information available to them in the file of Musketeer Billiards, conclude that the licences should be renewed.

RECOMMENDATION: That the 1988 and 1989 licences for Musketeer Billiards be renewed.


William P. Taylor, P. Eng.
Commissioner of Public Works

RN/1k
1059E/p12

2467

WEIR & FOULDS
Barristers & Solicitors

H.S.O. Morris, Q.C.
R.K. Webb, Q.C.
N.W.C. Ross
R.W. Rosenman
W.A.D. Miller
L.C.E. Tanaka
I.J. Lord
M.A. Gray
J.D. Campbell
J.G. Richards
N.G. Davis
R.H. Kroman
J. Rosiak
M.J. Dougherty
T.I.G. Hyde
H.L. Floyd
L.E. Poulin

J.P. Hamilton
A.S. Waldm, Q.C.
W.T.R. Wilson
G.R. Baker, Q.C.
R.R. Wozeniek
R.S. Steigtholm
R.B. Warren
J.S. Prypaaniak
G.M. Caplan
L.A. Borsook
R.J. Lachcik
E. Mitchell
A.G. Formosa
G.H. McPhail
C.L. Milne
C.G. Israel
D.R. Wingfield

M.S. Archibald, Q.C.
M.J. McQuaid, Q.C.
B. Finlay, Q.C.
W.J. McNaughton
B.W. Tinsley
P.M. Parrell
J.G. Cowan
C.J. Tzakis
J.M. Buhman
A.K. Shaffer
L.M. Duffy
A.K. Clute
M. Protich
S.R. Douglas
J.B.A. Wilkinson
J. O'Sullivan
R.D. Harkness

J.D. McKelley, Q.C.
P.D. Wendling
C.G. Schultz, Q.C.
L.J. O'Connor
D.M. Campbell
K. Prahogan
J.D. Winberg
B.N. McLellan
J. Matejcek
D.R. Rogers
D.S. Tarshis
J.N. Tacona
R.D. Cheeseman
K.E. Gilles
A.G. Beliche
J.L. Pandell

Exchange Tower,
Suite 1800
P.O. Box 480
2 First Canadian Place
Toronto, Canada
M5X 1J5

Fax (416) 365-1878
Telex 08-22471

Telephone (416) 365-1110

Direct Line (416) 947-5075

December 20, 1988

DELIVERED

Corporation of the City
of Mississauga
Licensing Section
Public Works Department
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Attention: Mr. Ronald Nisbet

Dear Sirs:

**RE: Musketeer Bar Billiard
Licence File No. 90208**

We have been retained by Joe and Anna Mariano, the owners of Musketeer Bar Billiard located at 3233 Brandon Gate Drive, Mississauga, with respect to the licencing of the businesses conducted at those premises.

We are advised by our clients that they have, for approximately seven years, held licences permitting them to carry on the businesses of tobacco sales, a billiard room, a lunch counter and an amusement arcade. We are advised by our clients that, beginning in the fall of 1987, they attempted to have those licences renewed for 1988. We are advised by our clients that they have made a sustained attempt, since that date, to have the licences renewed. We are advised by our clients that they have received no indication that they are not in compliance with the requirements of the relevant by-laws; indeed, we are advised by our clients that they have been told by the staff of the Licensing Section that the premises are in compliance and that the licences ought to have been issued. We are advised by our clients that they have been given no indication as to why the licences have not been renewed.

PUBLIC WORKS DEPARTMENT		
RECEIVED FILE		
DEC 28 1988		
Route To	Initials	Date

MISSISSAUGA

WEIR & FOULDS
TORONTO

BRAMPTON

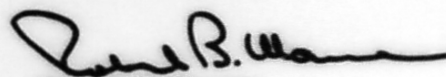
2(c)

Our office has, without success, attempted over the last few days to obtain information from your office as to why these licences had not been renewed. We would appreciate your having the licences issued, for both 1988 and 1989. If there is some reason why the licences cannot be renewed, for either year, we would appreciate your so advising us so that our clients may take whatever steps are necessary to have the licences issued.

If we do not hear from you on this matter by December 27, 1988, we will seek instructions from our clients to take the steps necessary to have the licences issued.

Yours very truly,

WEIR & FOULDS


Robert B. Warren

RBW:vk

cc: Musketeer Bar Billiard

26/11

The Regional Municipality of Peel

Health Department

June 22, 1988

Mr. Ron Nisbet,
License Manager,
City of Mississauga,
Public Works Department,
8th. Floor,
300 City Centre Drive,
Mississauga, Ontario.
L5B 3C1

RE: Application for License,
Muskateer's Billiards,
3233 Brandongate Drive, Unit 4,
Malton, Mississauga, Ontario.
Your File No: 90208

Dear Mr. Nisbet:

We have no objection at this time to the issuance of a license
for the above mentioned premises.

Yours truly,

Leslie Blades

Leslie Blades, C.P.H.I. (C), B.A.A.,
Public Health Inspector,
LB:sa



Corporate Report

Received by
Clerk's Dept. FEB 14 1989

Clerk's Files TMT-21-1988

3

OPERATIONS/WORKS FEB 21 1989

Originator's
Files

DATE: February 2, 1989

TO: Chairman and Members of the
Operation and Works Committee

FROM: E. J. Dowling, General Manager
Transit Department

SUBJECT: Purchase of Five (5), Forty Foot
Replacement Diesel Powered Transit Buses

ORIGIN: Transit Department

COMMENTS:

The Transit vehicles replacement program has been established on the basis of an 18 year life span and in this year we will be replacing five, 1971 GMC buses.

Funds for the replacement vehicle are budgeted in the 1989 general government section and show a gross cost of \$1,180,000, however, these vehicles are subsidized by the Ministry of Transportation of Ontario at the standard rate of 75%, making the City share approximately \$250,000.00.

City Council, at the January 30th Council meeting, awarded an order for 20 forty foot buses to Ontario Bus Industries who were the overall low bidders, and we are requesting that authorization be given by Council to increase the order from 20 to 25 to include the five replacement vehicles.

We have discussed this possibility with Ontario Bus Industries and they have confirmed that they will supply the additional five buses per our specifications at the original unit price submitted.

The total order is subject to final approval being obtained from the Ministry of Transportation with regard to the 75% subsidy.

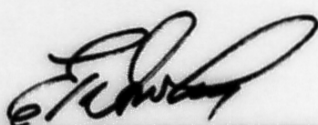
3/10/

Chairman and Members
Operations and Works Committee

- 2 -

February 2, 1989

RECOMMENDATION: That the Transit Department be authorized to increase their order of transit vehicles with Ontario Bus Industries from 20 to 25 subject to the final approval of the Ministry of Transportation 75% subsidy.



E. J. Dowling, General Manager, Transit Department



Corporate Report

Received by FEB 14 1989 4
Clerk's Dept.

Clerk's Files L.09.04.001

OPERATIONS/WORKS FEB 21 1989

Originator's
Files 11 141 89045

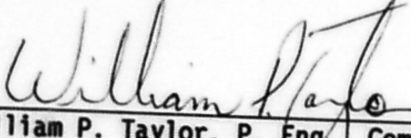
DATE: February 13, 1989
TO: Chairman and Members of Operations and Works Committee
FROM: W. P. Taylor, P. Eng., Commissioner of Public Works
SUBJECT: Proposed Signage
Glenerin Inn, 1695 The Collegeway

ORIGIN: Request from Glenerin Inn

COMMENTS: The Glenerin Inn has requested consideration by the City for up to five directional signs of a design as shown in Attachment 1 at various locations such as Dundas Street and Mississauga Road, Mississauga Road and The Collegeway, etc. These signs are being requested on the theory that the Glenerin Inn is an historic site. It is our opinion in reviewing this matter that the Glenerin Inn is a commercial venture in an historic old building similar to the Barber House, the Elliott House, Cherry Hill House and others. It is also important to note that while it is not on a well-known, old, historical road, it is on The Collegeway which in time should be a prominent road within the City of Mississauga. Staff would suggest that the Glenerin Inn would likely be easier to find from a direction standpoint than Cherry Hill House.

CONCLUSION: We would suggest to Committee that the Glenerin Inn is a commercial restaurant and hotel venture similar in nature to other older homes in Mississauga and allowing distinctive signs to be erected on major roads such as Dundas Street, Mississauga Road and Burnhamthorpe Road would be precedent-setting. It also should be noted that the Glenerin Inn is part of a chain of hotels in London, Picton and Montreal and therefore information regarding access is more readily available to the public than the other historic old homes which are now restaurants mentioned in this report.

RECOMMENDATION: That the Glenerin Inn not be permitted to install directional signs on City arterial roads.


William P. Taylor, P. Eng., Commissioner of Public Works

Attach.

Attachment 1

30"

H(a)

15"

**GLENERIN
INN**

HERITAGE BUILDING

$\frac{3}{4}$ "
Burgundy
Border.

Burgundy
Times Roman
Bold.

Burgundy
Helvetica

Burgundy
Times Roman
Bold.

White Reflective
Vinyl.



Received by
Clerk's Dept. FEB 14 1989

Clerk's Files T-87066
M-868

Originator's
Files 11 141 00045
T-87066
M-0868

OPERATIONS/WORKS FEB 21 1989

DATE : January 26, 1989
TO : Chairman and Members of Operations and Works
FROM : W. P. Taylor, Commissioner, Public Works Department
SUBJECT : Development of Block 30 on T-87066

ORIGIN : Request from Mr. Virgil Vatri, 763442 Ontario Limited,
5500 Tomken Road, Unit 16, Mississauga, Ontario, L4W 1P2.

BACKGROUND : The Servicing Agreement for Plan T-87066 states in
Schedule 'C' clause II, Public Works Department,
Subsection 3 "Access to lots 1, 29 and 30 will be
permitted from Kennedy Road. Details will be finalized
during the site plan approval."

Under Part B - Building Section, Subsection 4, reads "No
Building Permit is to be issued for lot 30, blocks 31 and
32 until they are developed in conjunction with adjacent
lands to the south, blocks 19 to 22 (T-87003) and permit
development with the Zoning By-Law."

We have been advised by Mr. Vatri of 763442 Ontario
Limited, that he has made an offer to exchange Block 32
on T-87066 for Blocks 21 and 22 on M-869. Such an
arrangement would permit development of all of the
respective blocks on both plans. Alternatively
Mr. Vatri has offered to sell Blocks 31 and 32 on T-87066
at the rate of \$375,000 per acre. Neither offer was
accepted by the owner of Plan M-869.

continued ...

January 25, 1989

- 2 -

5(a)

COMMENTS :

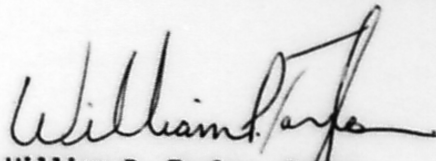
As the access to lot 30 is from Kennedy Road and as Block 22 which is to be developed in conjunction with lot 30 is very small in comparison with lot 30, Public Works has no objection to the development of lot 30. The resolution of the residual lots and blocks can be finalized when the remaining lots and blocks develop.

CONCLUSION :

The Servicing Agreement for T-87066 may be modified to delete the reference to lot 30 from Section 'C' Part 'B' item 4 without disrupting the overall development requirements.

RECOMMENDATION :

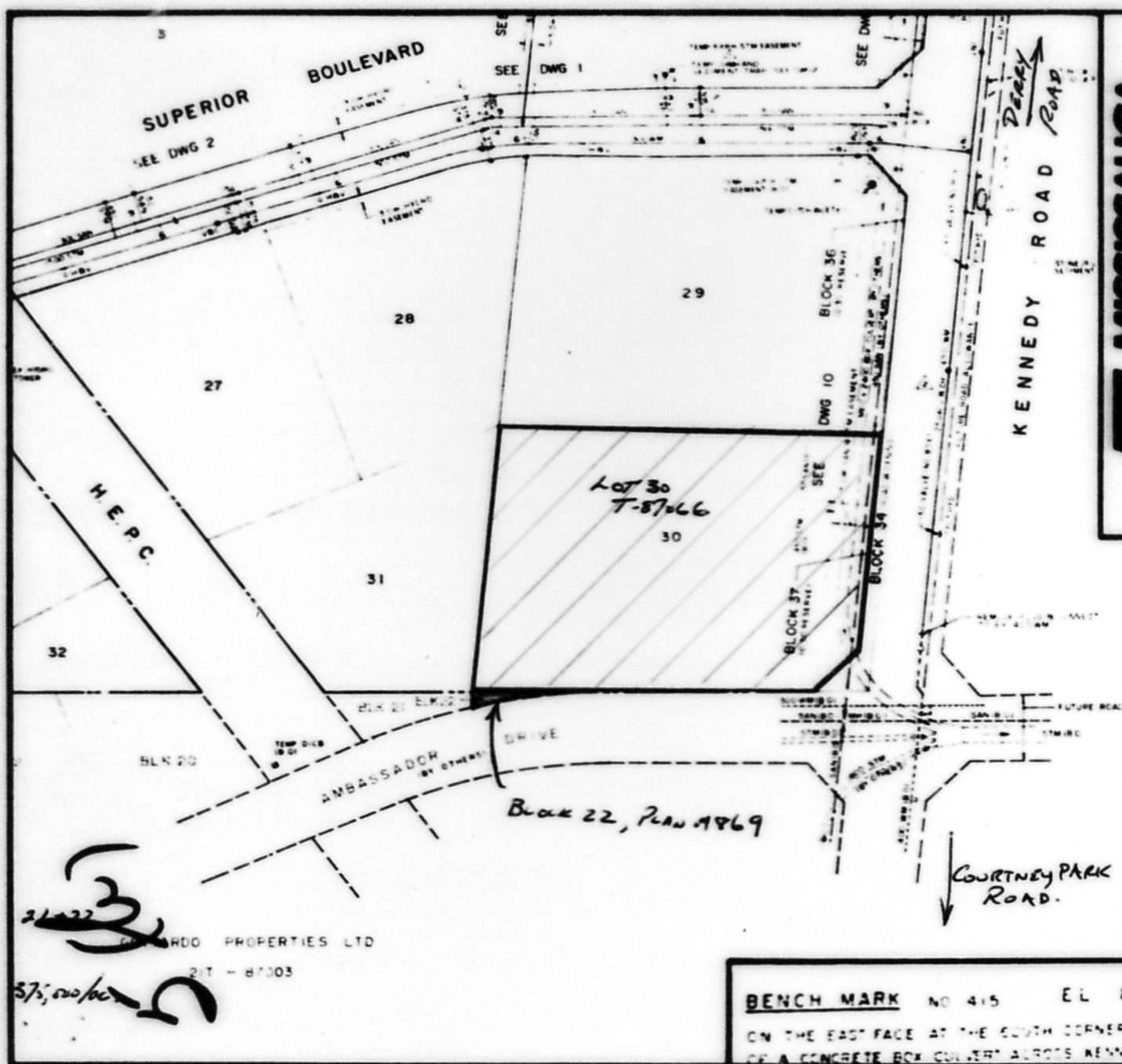
That Schedule 'C' Part 'B' item 4 of the Servicing Agreement for T-87066 be modified to delete the reference to lot 30 in order that Building Permits for Lot 30 may be obtained in the usual manner.


William P. Taylor, P. Eng.,
Commissioner
Public Works Department

cc : V. Vatri
A. Gottardo

 :jb

1070E



DEVELOPMENT ENGINEERING

Lot 30, Plan T-87066

Kennedy Road

BENCH MARK NO 415 EL 188.494 m
ON THE EAST FACE AT THE SOUTH CORNER OF EAST END
OF A CONCRETE BOX CULVERT ACROSS KENNEDY ROAD 762 m

31-222
575,000/00
R. J. R. PROPERTIES LTD
211 - 87003



Corporate Report

Received by
Clerk's Dept. FEB 14 1989

Clerk's Files M-600 M-601
P.02.02

Originator's
Files M-600/601

OPERATIONS/WORKS FEB 21 1989

DATE: January 5, 1989
TO: Chairman and Members of the Operations and Works Committee
FROM: W.P.Taylor, P.Eng., Commissioner, Public Works Department
SUBJECT: Assumption of the municipal works for Erin Mills
Neighbourhood 201B, Registered Plans 43M-600 and 43M-601,
located north of Highway 403 and west of Mississauga Road
(sketch attached).

ORIGIN: Servicing Agreement between The Erin Mills Development
Corporation, (7501 Keele Street, Suite 100, Concord,
Ontario, L4K 1Y2), the City of Mississauga and the
Regional Municipality of Peel dated April 22, 1985.

COMMENTS: The subject development consists of one hundred and
twenty-six (126) residential lots. As far as the Public
Works Department is concerned, the developer has complied
with all the requirements of the Servicing Agreement for
the installation of municipal services in the above
mentioned plan. The remaining securities in the amount
of \$346,847.83 and \$51,951.69 should be released to the
developer, The Erin Mills Development Corporation.

CONCLUSION: It is concluded that, since the developer has complied
with all the requirements of the Servicing Agreement, the
City should assume the municipal works and release all
the remaining securities for this subdivision.

...../cont'd

6(a)

- 2 -

Operations and Works Committee

RECOMMENDATION: That the City of Mississauga:

- a) assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for The Erin Mills Development Corporation, Registered Plans 43M-600 and 43M-601, located north of Highway 403 and west of Mississauga Road.
- b) return the Letters of Credit securing the Servicing Agreement for Registered Plans 43M-600 and 43M-601 (currently valued at \$346,847.83 and \$51,951.69) to the developer The Erin Mills Development Corporation.
- c) enact a by-law establishing the road allowances within Registered Plans 43M-600 and 43M-601 as public highway and part of the municipal system of the City of Mississauga.

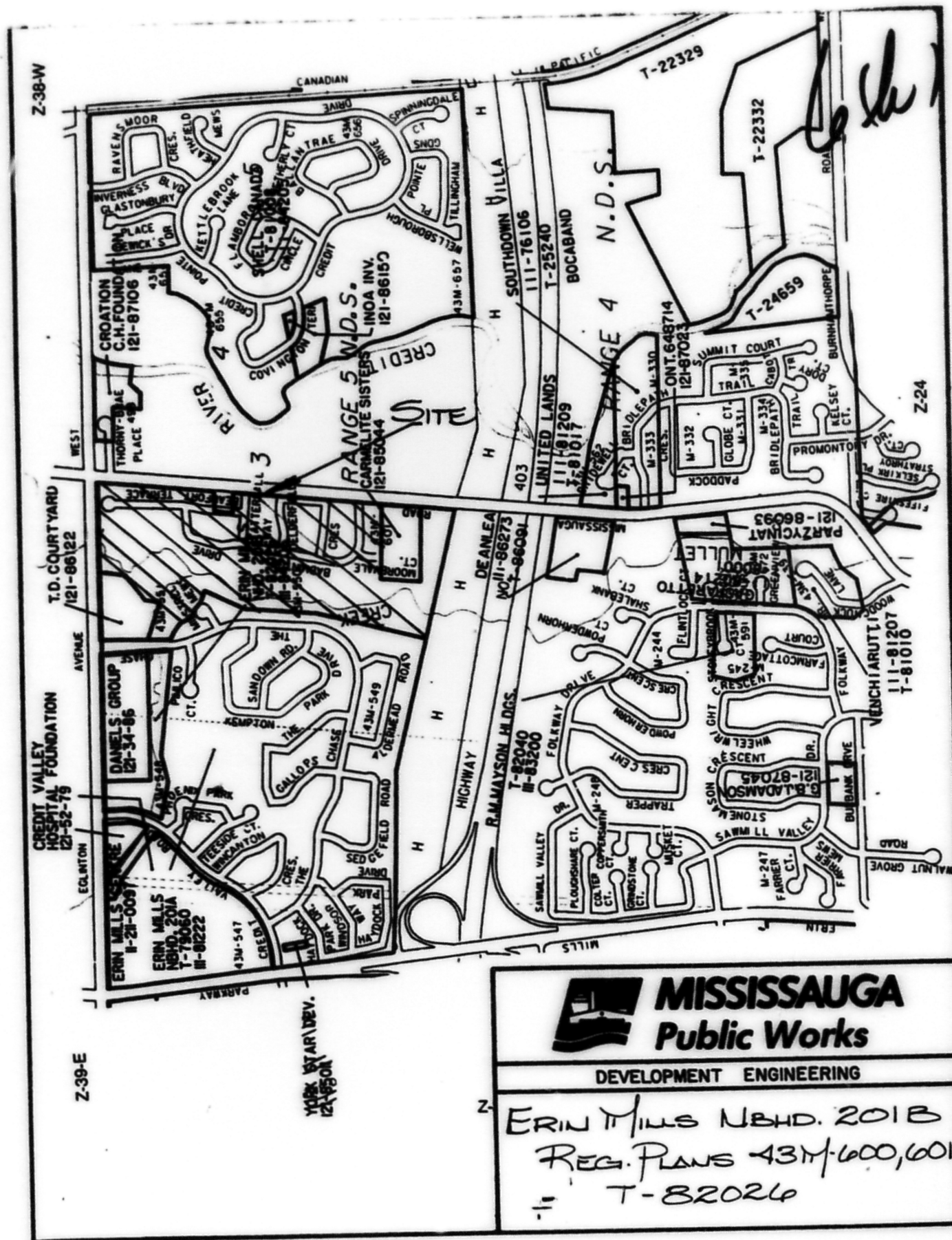
William P. Taylor

W. P. Taylor, P. Eng.
Commissioner
Public Works Department

rar
0389E/223E

cc: W. H. Munden
I. W. Scott

Attachment





OPERATIONS/WORKS FEB 21 1989

Received by FEB 14 1989
Clerk's Dept.

Clerk's Files M-590
F. 02.02

Originator's
Files M-590
11-141-00045

DATE: January 31, 1989
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, P. Eng., Commissioner, Public Works Department
SUBJECT: Assumption of the municipal services for Rowntree Court Subdivision, Plan 43M-590, located north of Rathburn Road East and east of Fieldgate Drive (sketch attached).

ORIGIN: Servicing Agreement between Laura Ochshorn Investments Ltd. and Grando Holdings Ltd. (225 Bradwick Drive, Unit 1, Concord, Ontario L4K 1K7), the City of Mississauga and the Region of Peel dated January 28, 1985.

COMMENTS: The subject development consists of 25 single family residential lots. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services.

CONCLUSION: It is now in order for the City of Mississauga to assume the municipal works in Plan 43M-590 and return the remaining securities to the developer.

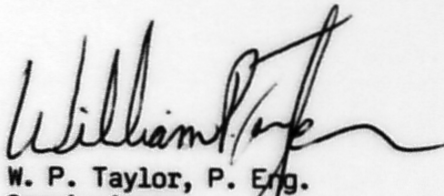
RECOMMENDATION: That the City of Mississauga:
a) assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Rowntree Court Subdivision, Plan 43M-590, located north of Rathburn Road East and east of Fieldgate Drive,

...../cont'd

7(a)

Operations and Works Committee

- b) return the Letter of Credit for Plan 43M-590 currently valued at \$53,667.68, to the developer, Laura Ochshorn Investments Ltd. and Grando Holdings Ltd.,
- c) enact a By-law establishing the road allowance within Plan 43M-590 as public highway and part of the municipal system of the City of Mississauga.


W. P. Taylor, P. Eng.
Commissioner
Public Works Department


MM/AB
0389E/223E

Enclosure

SUBJECT LANDS

MISSISSAUGA
Public Works

DEVELOPMENT ENGINEERING

ROWNTREE COURT SUBDIVISION
PLAN 43M-590


MISSISSAUGA
Public Works

DEVELOPMENT ENGINEERING

ROWNTREE COURT SUBDIVISION

PLAN 43M-590



Corporate Report

Received by FEB 14 1989
Clerk's Dept.

Clerk's Files M-458
F-02.02

Originator's M-458
Files 11-141-00045

OPERATIONS/WORKS FEB 21 1989

DATE January 27, 1989
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, P. Eng., Commissioner, Public Works Department
SUBJECT: Assumption of the municipal works for Ursini Residential Subdivision, Plan M-458, located south of Britannia Road West and east of Erin Mills Parkway (sketch attached).

ORIGIN: Servicing Agreement between Leonard Ursini Investments Limited, (150 Ashford Circle, Woodbridge, Ontario L4L 1A5), the City of Mississauga and the Regional Municipality of Peel dated April 26, 1982.

COMMENTS: The subject development consists of 39 residential lots and 1 commercial block. All lot grading certifications have been received with the exception of the Commercial Block 42. The present owner of Block 42 has provided a waiver stating that he finds the present grading of the block to be satisfactory and does not want any additional work to be done on his property.

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services in Plan M-458.

CONCLUSION: It has been concluded that all terms and conditions of the Servicing Agreement have been complied with and the City may proceed with the assumption of the municipal services and the release of any remaining securities.

...../cont'd

8/27

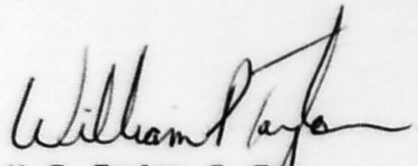
- 2 -

Operations and Works Committee

January 27, 1989

RECOMMENDATION: That the City of Mississauga:

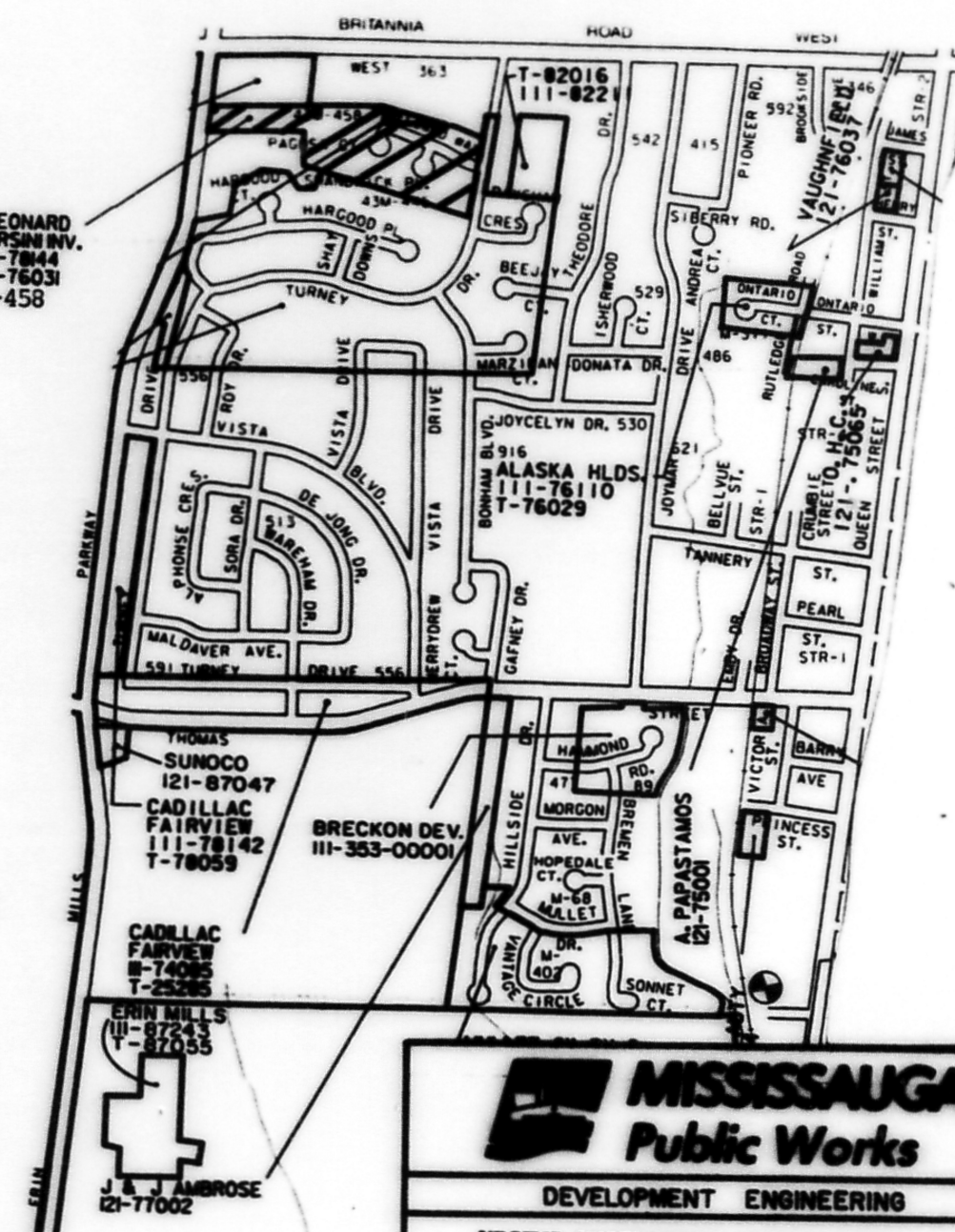
- a) assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Ursini Residential Subdivision, located south of Britannia Road West and east of Erin Mills Parkway.
- b) return the Letter of Credit securing the Servicing Agreement for Plan M-458 (currently valued at \$70,161.27) to the developer, Leonard Ursini Investments Limited,
- c) enact a By-law establishing the road allowances within Plan M-458 as public highway and part of the municipal system of the City of Mississauga.


W. P. Taylor, P. Eng.
Commissioner
Public Works Department

 ap
0959E/223E
Enclosure

8 (b)

LEONARD
URSINI INV.
III-78144
T-76031
M-458



MISSISSAUGA
Public Works

DEVELOPMENT ENGINEERING

URSINI RESIDENTIAL SUBDIVISION

Plan 43M-458

ASSUMPTION OF MUNICIPAL WORKS



Received by
Clerk's Dept. FEB 14 1989

Clerk's Files M-449
F. od. 02

Originator's M-449
Files 11-141-00045

OPERATIONS/WORKS FEB 21 1989

DATE: January 23, 1989
TO: Chairman and Members of the Operations and Works Committee
FROM: W.P. Taylor, P.Eng., Commissioner, Public Works Department
SUBJECT: Assumption of the municipal services for Pinetree Development Industrial Subdivision, Phase I, Plan M-449 located north of Britannia Road East and west of Tomken Road (sketch attached).

ORIGIN: Engineering Agreement between Pinetree Development Company Limited (155 University Avenue, Penthouse, Toronto, Ontario M5H 3S7), the City of Mississauga and the Region of Peel dated December 14, 1981.

COMMENTS: The subject development consists of 34 industrial blocks. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Engineering Agreement for the installation of municipal services.

Final lot grading certificates have been received for all blocks excluding certificates for Part of Block 21 and Part of Block 3 which are at this time undeveloped.

CONCLUSION: It is now in order for the City of Mississauga to assume the municipal works in Plan M-449 and return the remaining securities to the developer.

RECOMMENDATION: That the City of Mississauga:
a) assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Pinetree Development Industrial Subdivision, Plan M-449, located north of Britannia Road East and west of Tomken Road,

...../cont'd

9(a)

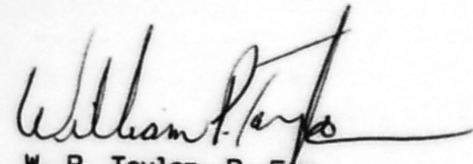
Operations and Works Committee

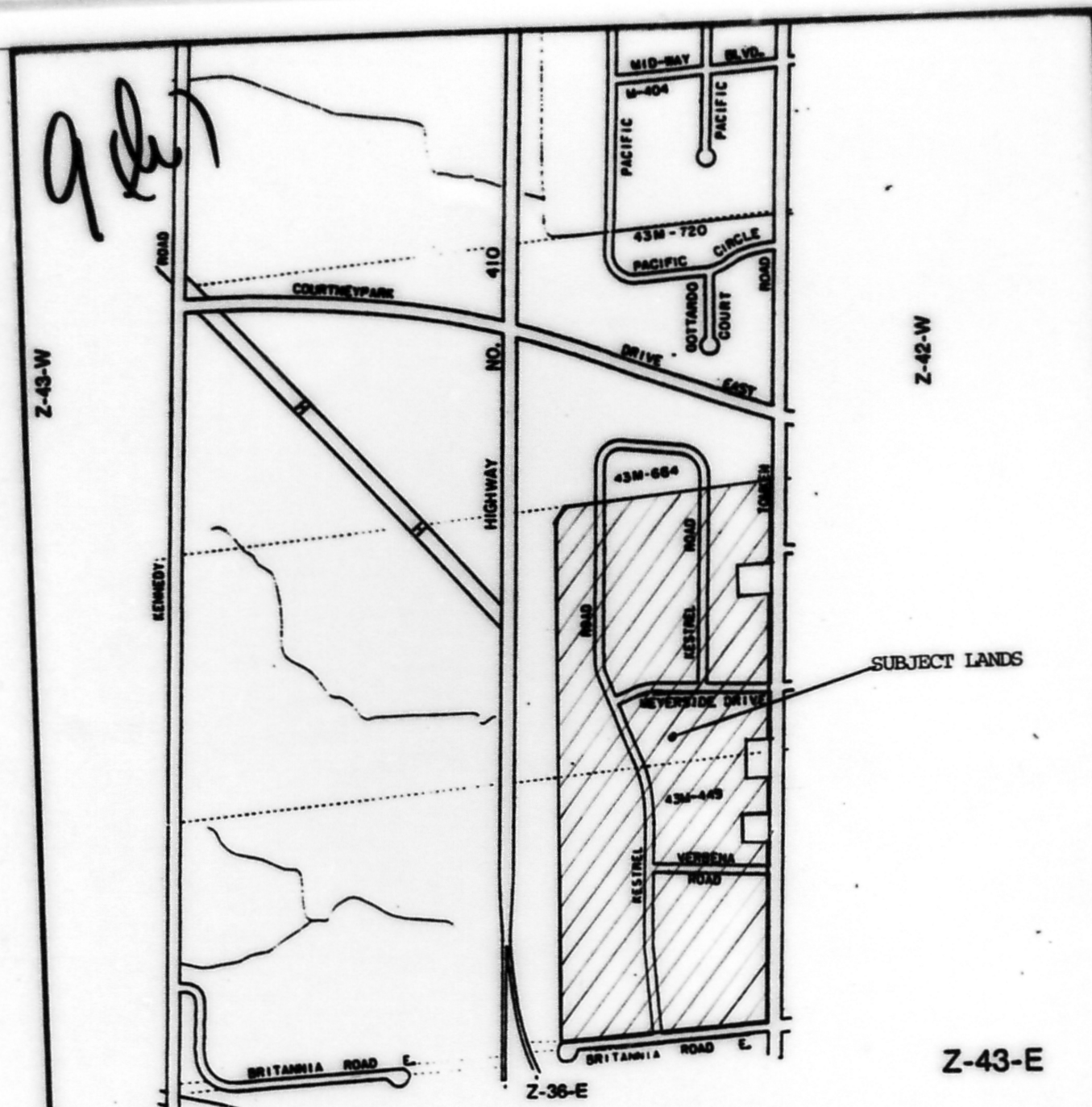
RECOMMENDATION: (Cont'd)

- b) return the Letter of Credit for Plan M-449 currently valued at \$201,890.38, to the developer, Pinetree Development Company Limited,
- c) enact a by-law establishing the road allowance within Plan M-449 as public highway and part of the municipal system of the City of Mississauga.

WPA RRB/rar
0389E/223E

Attachment


W. P. Taylor, P. Eng.
Commissioner
Public Works Department



MISSISSAUGA
Public Works

DEVELOPMENT ENGINEERING

Pinetree Development Industrial
Subdivision
Phase I
Plan 43M - 449



Corporate Report

Received by FEB 14 1989
Clerk's Dept.

Clerk's Files M-237
F.02.02

10

OPERATIONS/WORKS FEB 21 1989

Originator's M-237
Files 11-141-00045

DATE: February 9, 1989
TO: Chairman and Members of the Operations and Works Committee
FROM: W. P. Taylor, P. Eng., Commissioner, Public Works Department
SUBJECT: Assumption of the Municipal Services for Ferkul Residential Subdivision, Plan 43M-237, located north of the North Service Road and east of Cliff Road (sketch attached).

ORIGIN: Engineering Agreement between F & F Construction Company Limited (183 Beta Avenue, Toronto, Ontario M8W 4H5), the City of Mississauga and the Region of Peel dated February 3, 1978.

COMMENTS: The subject development consists of 19 single family residential lots. As far as the Public Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of the municipal services.

The final above ground inspection has been conducted and has revealed minor curb and sidewalk deficiencies. The estimated cost of repair is \$5,408.40. The developer has paid cash in lieu of these repairs which will be completed under the Subdivision Repairs Contract.

CONCLUSION: It is now in order for the City of Mississauga to assume the municipal works in Plan M-237 and return the remaining securities to the developer.

...../cont'd

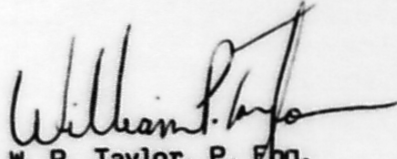
10(a)

- 2 -

Operations and Works Committee

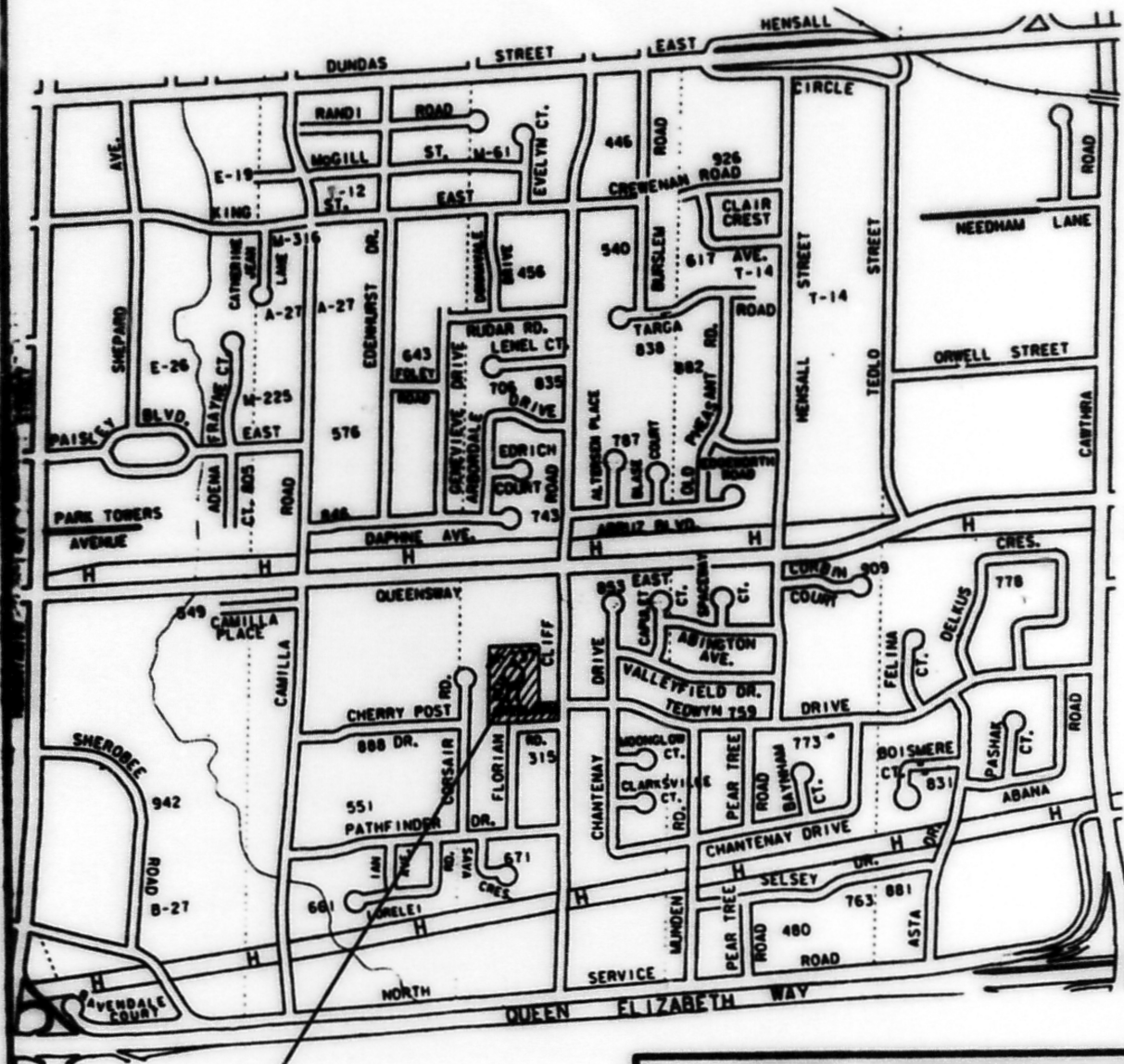
RECOMMENDATION: That the City of Mississauga:

- a) assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Ferkul Residential Subdivision, Plan M-237, located north of North Service Road and west of Cliff Road,
- b) return the Letter of Credit for Plan M-237 currently valued at \$37,820.50, to the developer, F & F Construction Company Limited,
- c) enact a Bylaw establishing the road allowance within Plan M-237 as public highway and part of the municipal system of the City of Mississauga.


W. P. Taylor, P. Eng.
Commissioner
Public Works Department

 WSA/ap
0389E/223E
Enclosure

10(h)



SUBJECT LANDS



MISSISSAUGA
Public Works

DEVELOPMENT ENGINEERING

Ferkul Residential Subdivision
Registered Plan 43M - 237



Corporate Report

OPERATIONS/WORKS FEB 21 1989

Received by
Clerk's Dept. FEB 14 1989

Clerk's Files J. 05. 89001
11 141 00045
T-86066/T-86009
Originator's T-86005/T-86071
Files T-87031/T-87001
T-86062/T-88041
T-88059/T-87081
T-88025

DATE: January 31, 1989
TO: Chairman and Members of Operations and Works Committee
FROM: W. P. Taylor, Commissioner, Public Works Department
SUBJECT: Mavis Road Construction,
Eglinton Avenue to Britannia Road

ORIGIN: Council meeting of October 31, 1988.

COMMENTS: Council at its meeting of October 31, 1988, considered our report on the proposed construction of Mavis Road from Eglinton Avenue to Britannia Road (copy of which is attached) and approved the following recommendation

"That the Commissioner of Public Works be instructed to report back to Council in January 1989 on a further status report on the timing of construction of Mavis Road between Eglinton Avenue and Britannia Road."

From a transportation standpoint it is important to get Mavis Road built to a minimum of four lanes with intersection improvements from Eglinton Avenue to Britannia Road as soon as is reasonably possible. Subsequent to our report to Council in October 1988 staff have held a number of meetings with representatives of Goodman/Kee, Gateshead, Lakeview, and Orlando/Cantay, the Developers on whose lands Mavis Road is to be constructed. It is our understanding that the portion of the Genovese lands involving Mavis Road right-of-way are now owned by the Goodman/Key interests which should resolve the right-of-way problem which was in existence back in October through these lands. It would also appear that Gateshead still does not intend to develop their lands at the present time due to various problems, however, they have verbally indicated that they would be prepared to co-operate with the City by dedicating the required right-of-way for Mavis Road on the assumption that the road is built by others.

11(a)

COMMENTS - cont'd.

Another problem facing the City at this time with expediting Mavis Road construction is Regional Council's freeze of development in this area dealing with solid waste disposal and as long as the plans of subdivision involving Mavis Road are frozen it is not reasonable to expect Developers to dedicate the road and build it. On the assumption that the Regional freeze on these lands can be resolved in some manner with a view to proceeding with Mavis Road, the major problem would be the financing of the construction in order to have this arterial link in place by the end of 1989 or early 1990.

Discussions have taken place with Orlando/Cantay Developments as they are the major Developer in this area and have some Ten Million Dollars to pay the City by way of major road improvements on all of their lands in this area and therefore have the ability to front-end the substantial capital costs involved in the construction of Mavis Road. Attached is a copy of a communication received from Orlando/Cantay dated January 26, 1989, dealing with this matter. We feel that this proposal has merit and if Council approves the concept in principle then the planning and financial implications can be further pursued.

While this report is not intended to address the issues in detail, we have looked at the overall financing standpoint to give Committee some idea of the magnitude of the works and the amount of major road improvement levies which would be available. In Orlando/Cantay's Draft Plans T-86062, T-87031, T-88041, T-88059, T-87081, and T-88025, collectively there is approximately Ten Million Dollars in total road levies. The roads that may be constructed by Orlando/Cantay as part of the Servicing Agreements for the various plans of subdivision would be:

<u>ROADS</u>	<u>APPROXIMATE COST</u>
1. Mavis Road, Britannia to Matheson	\$1.1 Million
2. Mavis Road, Matheson to existing Mavis Road north of Eglinton	\$3.0 Million
3. Mavis Road, Britannia to Hwy.401	\$2.2 Million
4. Matheson Boulevard, McLaughlin Road to Mavis Road	\$1.1 Million
5. McLaughlin Road, Britannia Road to Hwy. 401	\$1.7 Million

COMMENTS - cont'd: Sections 1, 3, 4 and 5, would fall under the normal City policy in that the Developer would construct the road and obtain an 80% credit against his major road improvement levy. Section 2 would be external to Orlando/Cantay's plans and therefore a special cost sharing arrangement should be considered in this case. It would be reasonable to assume that Orlando/Cantay should be given credit for 100% of the cost of construction as opposed to the normal 80%. If this scenario came to place it would result in a total cost of approximately Nine Million Dollars to Orlando/Cantay with a levy credit being given to Orlando/Cantay of approximately Seven Million Dollars. Over and above this, Council should give some consideration to cost sharing of the storm drainage outlet required for Mavis Road construction between Second Line West and Carolyn Creek. Some form of cost sharing between the draft plans in the area outletting to this channel and the City would be determined and approved by Council prior to draft plan approval of the lands.

CONCLUSION: As far as an update on the status of Mavis Road construction is concerned, it would appear at this time that the right-of-way to permit the construction of Mavis Road from Eglinton Avenue to Britannia Road can be resolved on the basis of Council's approval in principle of the concepts outlined in this report together with the assumption that the issues outlined in Orlando/Cantay's letter of January 26, 1989, can be resolved.

RECOMMENDATION:

- a) That subject to the Region of Peel lifting the general restriction of development due to landfill site requirements the restriction on the Britannia Landfill Site be limited to the west streetline of the proposed Mavis Road alignment.
- b) That the Public Works Department continue negotiations with the Developers in the area to obtain a gratuitous dedication of the right-of-way for the proposed Mavis Road between Eglinton Avenue and Britannia Road.

11(c)

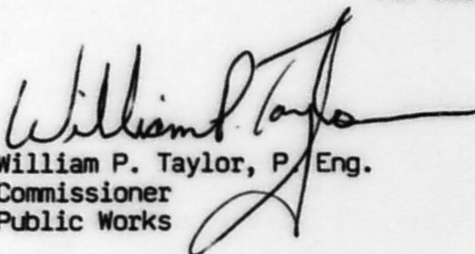
Chairman and Members of the
Operations and Works Committee

- 4 -

January 31, 1989

RECOMMENDATION -
cont'd.

- c) That the Public Works Department negotiate with the affected Developers in the area together with the Region of Peel (sanitary and water) to arrive at an agreement concerning the construction of Mavis Road including the timing and financial considerations and that a further report be prepared at that time for Council's consideration.


William P. Taylor, P. Eng.
Commissioner
Public Works

Attach's.

AEM:dbw
0550E/167E

116 Corporate
Report

received by
Clerk's Dept.

Clerk's Files

Originator's 11 141 00010
Files T-86866/T-86009
T-86005/T-86071
T-87031/T-87001

DATE : October 28, 1988
TO : The Mayor and Members of Council
FROM : W. P. Taylor, Commissioner, Public Works Department
SUBJECT : Mavis Road Construction,
Eglinton Avenue to Britannia Road

ORIGIN : Request for Report from Community Planning and
Development Committee meeting of October 24, 1988.

COMMENTS : Attached is a schematic drawing outlining the Draft Plans
in the vicinity of Mavis Road between Britannia Road and
Eglinton Avenue. The section from Eglinton Avenue to
the northerly limit of the Constellation Dev. plan, has
been constructed to two lanes. This work was carried
out in 1987, however the road is not yet open to traffic
This two-lane section will be upgraded to four lanes
during the processing of the Daniel's lands - T-85024..

The section across Draft Plan T-86009 from Constellation
Dev. property northerly has now been constructed to a
four lane section. This section was constructed in 1988
by the Kee Group..

It is anticipated that the sections of Mavis Road through
the Lakeview property (T-86071), the Goodman/Kee property
(T-87001) and the Orlando/Cantay property (T-87031) could
be completed by the end of 1989..

Attempts are being made to have the developers purchase
the required right-of-way from the Genovese holdings and
incorporate the construction of Mavis Road from the
northerly limit of the Lakeview property to the
Goodman/Kee property. Some progress is being made and
it is possible that this section of roadway could also be
constructed by the end of 1989.

cont'd.

Mayor and Members of Council

- 2 -

October 28, 1988

11(e)

COMMENTS - cont'd.

Little action has taken place on the two Gateshead plans (T-86095 and T-86066) over the last few months. We have written to the Gateshead Planning Consultant requesting a meeting to discuss methods by which the section of Mavis Road through plan T-86066 can be expedited.

CONCLUSION :

It would appear at this time that in order to have Mavis Road open continuously from Eglinton Avenue to Britannia Road in 1989, it will require the area developers to acquire and construct the road on the Genovese property and the Gateshead plan T-86066. The actual requirements can only be determined when the timing of the processing of T-86066 is determined. Staff will be meeting with appropriate parties concerning the status of these lands as soon as possible.

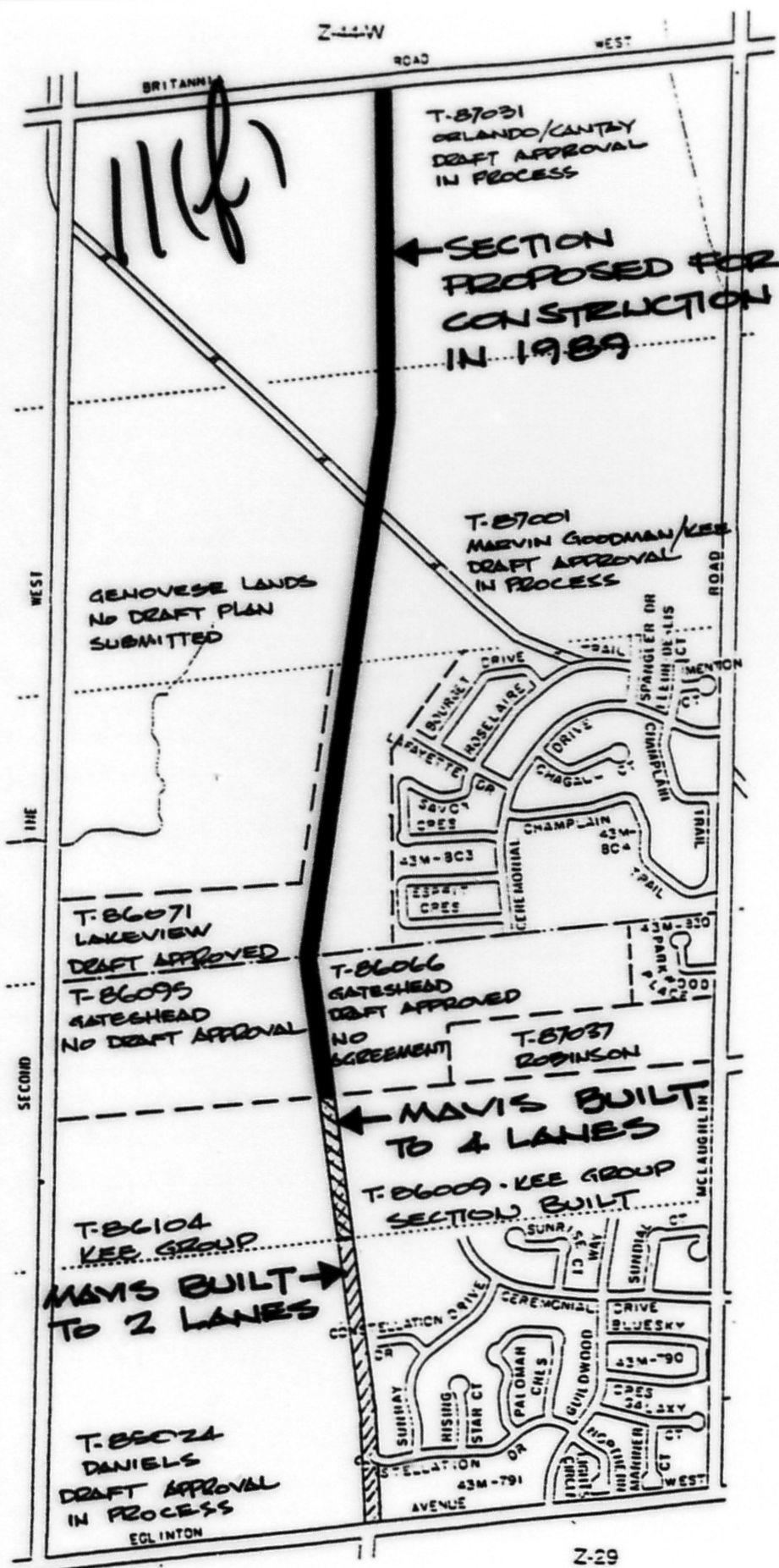
RECOMMENDATION ;

That the Commissioner of Public Works be instructed to report back to Council in January 1989 on a further status report on the timing of construction of Mavis Road between Eglinton Avenue and Britannia Road.

William P. Taylor

William P. Taylor, P.Eng.,
Commissioner
Public Works Department

AEM:dw
01070E



MISSISSAUGA
Public Works

DEVELOPMENT - ENGINEERING

MAVIS ROAD
EGLINTON TO BRITANNIA



ORLANDO CORPORATION

6205 Airport Road, Mississauga, Ontario L4V 1E3 Telephone: (416) 677-5480 Fax: (416) 677-2824

January 26, 1989

11(g)

PUBLIC WORKS DEPARTMENT	
RECEIVED FILE	
JAN 30 1989	
From	
WPT	
RLM	
RHL	

City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Attention: Mr. W.P. Taylor, P. Eng.
Commissioner of Public Works

Dear Sir:

Subject: Mavis Road Construction

Further to our recent meeting and discussions, we confirm that Cantay Holdings (Orlando) would be willing to construct Mavis Road from Britannia Road to the limit of the existing Mavis Road just north of Eglinton Avenue, as part of their subdivision works for T87031, on the condition that:-

- a) The City of Mississauga provide the Right of Way through lands owned by others, to enable the road to be constructed.
- b) Cantay subdivision application T87031 is draft approved at the Region. (City of Mississauga gave draft approval on October 11, 1988).
- c) The Regional development freeze is lifted to enable T87031 to proceed to and obtain registration.
- d) The zoning bylaw be enacted in accordance with the zoning in principle which was approved by council October 11, 1988.
- e) OPA 132 be approved by the Minister.
- f) Credits on the road improvement levy be applied to the construction of Mavis Road from Britannia to the existing Mavis Road.
- g) Should the City wish to install other services (such as sanitary sewers, watermains) during this road construction program, through the lands owned by others, that funds for these services be made available.

11 (2)
City of Mississauga

Attention: Mr. W.P. Taylor, P. Eng.

Page #2

We enclose a summary of the road improvement levy requirements for Heartland, which includes plan T86062 for which subdivision agreements have recently been signed. The total road levy required by the City is in excess of \$10,000,000. The total credits for major road works built by Orlando within Heartland, which includes Mavis Road as outlined in the letter, are estimated to be approximately \$7,000,000. Mavis Road, south of Britannia, is the major component of the potential credits totalling approximately \$4,000,000 with the balance being credit to Matheson Boulevard, McLaughlin Road and Mavis Road north of Britannia.

We look forward to meeting with you in the near future to discuss this topic further and hopefully work out the details.

Yours very truly

ORLANDO CORPORATION


Phil J. King, P. Eng.
Development Manager

PJK/bg

cc J. Shed - Manulife

**HEARTLAND ROAD IMPROVEMENT
LEVY POSITION**

11(a)

<u>Plan</u>	<u>Approximate Levy</u>	<u>Road Levy Applicable</u>	<u>Total Levy</u>
T86062	70.22	26,289.42	\$ 1,846,043
T87031	41.4	28,637.00	1,182,708
T88041	91.2	28,637.00	2,614,558
T88059	77.5	28,637.00	2,219,367
T87081	37.6	28,637.00	1,076,751
T88025	42.0	28,637.00	<u>1,202,754</u>
			<u>\$10,142,181</u>

**MAJOR ROADS THAT MAY BE
CONSTRUCTED BY CANTAY (ORLANDO)**

<u>Project</u>	<u>Location</u>	<u>Costs</u>	<u>Potential Levy Credit</u>
Mavis Road	Britannia to Matheson	1,023,000	\$ 818,000
	Matheson to existing Mavis just north of Eglinton	3,000,000	3,000,000
	Britannia North to 401	2,220,000	<u>1,776,000</u>
			<u>5,594,000</u>
Matheson Blvd	McLaughlin to Mavis	1,051,000	600,000
McLaughlin Road	Britannia to 401	<u>1,645,000</u>	<u>960,000</u>
		<u>8,939,000</u>	<u>\$7,154,000</u>



Received by FEB 14 1989
Clerk's Dept.

Clerk's Files F.06.01.02

OPERATIONS/WORKS FEB 21 1989

Originator's Files
11 141 00045
11 161 00011
13 111 00003

DATE: January 30, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Parking for Disabled Residents.

ORIGIN: Report Request No. 173-88.

BACKGROUND: The Public Works Department is in receipt of a copy of a letter from Mr. Mel Posesorski, Chairman of the Metro Toronto Chapter of the Multiple Sclerosis Society of Canada, which was addressed to the Peel Regional Chairman, Mr. R.F. Bean.

Mr. Posesorski's letter outlines the apparent need for standardization of the handicapped parking permit across the Province, and further requests that special permits be made available to disabled motorists for on-street parking in the Region of Peel. He has indicated that on-street permits are issued in Metropolitan Toronto that are recognized in the Region of Durham but not so within the Region of Peel.

COMMENTS: Public Works staff have contacted Mr. Posesorski in order to fully understand his requests. Initially, it was determined that his letter was forwarded as a result of a problem Mr. Posesorski experienced at the Lester B. Pearson Airport with respect to recognition of his handicapped parking permit designation. It was resolved that this problem pertained to airport parking staff and that Mr. Posesorski would contact the airport management and Transport Canada in this regard. He also expressed the need for standardization of handicapped parking permits in order to avoid future problems with permits for himself and other disabled motorists.

With respect to the standardization of the permit, staff have contacted the Ministry of Transportation Ontario who have advised that a review of the permit system is currently underway. Recommendations pertaining to its standardization are being proposed and will be introduced in the near future.

The remaining issue expressed by Mr. Posesorski, that of on-street parking permits within the Region of Peel including the City of Mississauga, requires additional study. According to Mr. Posesorski vehicles with a handicapped permit or other designation are allowed special parking privileges in Metro Toronto and Durham Region.

...../2

January 30, 1989.

12(a)

Staff have been informed by Mr. D. McMullen of Durham Region that vehicles with a handicapped plate or sticker may park in an on-street metered parking stall free of charge, and on a roadway for up to 24 hours. This includes parking within a prohibited parking area during off-peak hours, but not on a major roadway where peak hour restrictions are posted. It also excludes prohibited standing and stopping zones, fire hydrants, transit stops etc. These special exemptions are applicable throughout Metropolitan Toronto and the Region of Durham.

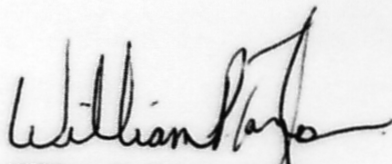
While this concept of permitting motorists with handicapped designation special parking privileges on most roadways does appear to have merit, in view of the implications with respect to traffic flow and safety, a complete review is required. Public Works staff have requested information from Metropolitan Toronto and other Municipalities and will be corresponding with the Region of Peel in this regard. Upon completion of this review, a report will be forwarded to the Operations and Works Committee.

CONCLUSION:

Mr. Posesorski has expressed a number of legitimate concerns on behalf of disabled residents who operate motor vehicles. Each of these concerns has been, or will be, dealt with by the Public Works Department, at which time a report will be forwarded to the Operations and Works Committee.

RECOMMENDATION:

That the report dated January 30, 1989 from the Commissioner of Public Works providing an update on the feasibility of permitting vehicles with handicapped designation, special on-street parking privileges in the City of Mississauga, be received.


William P. Taylor, P. Eng.
Commissioner
Public Works Department

c.c. Regional Chairman F. Bean
Mr. Posesorski

98/dab
0594E.5

132 **Corporate
Report**

Received by FEB 14 1989
Clerk's Dept.

Clerk's Files F.06.04.02

Originator's
Files 11 141 00045
11 161 00011
13 211 00029

OPERATIONS/WORKS FEB 21 1989

DATE: January 3, 1989.
TO: Chairman and Members of the Operations and Works
Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Parking Prohibition on City Centre Drive.

ORIGIN: Mr. Don Pickett, Property Manager, Square One.

COMMENTS: In response to concerns raised by Mr. Don Pickett, the
Property Manager of Square One, Public Works staff have
reviewed parking on City Centre Drive.

Mr. Pickett has requested that the City of Mississauga prohibit
parking on City Centre Drive from the north limit of Robert
Speck Parkway to the south limit of Rathburn Road. It has
been determined that this portion of City Centre Drive is now
under the jurisdiction of the City.

Inspection of this site indicates that vehicles park along both
sides of City Centre Drive throughout this area regardless of
the availability of on-site parking. The parking facilities at
the Square One Shopping Centre and surrounding buildings
provide adequate on-site parking for their patrons. The
on-street parking at this location would be considered
convenience parking and causes an obstruction for vehicles
using the loading dock at Square One and generally causes
safety problems in the immediate area.

Under the provisions of By-law 444-79, regarding corner, signal
and transit restrictions, a no stopping zone can be implemented
on a portion of the west side of City Centre Drive and a
parking prohibition on a portion of the east side. Work orders
have been issued to have the necessary signs posted for these
areas. However, the restrictions under the By-law do not
cover the entire street. Visibility and safety would be greatly
increased if parking were prohibited throughout the remaining
portion of this section of City Centre Drive as far northerly as
Rathburn Road.

.../2

January 3, 1989.

13(a)

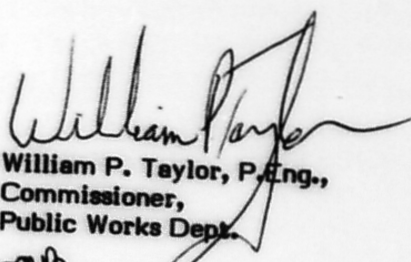
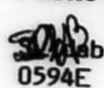
CONCLUSION:

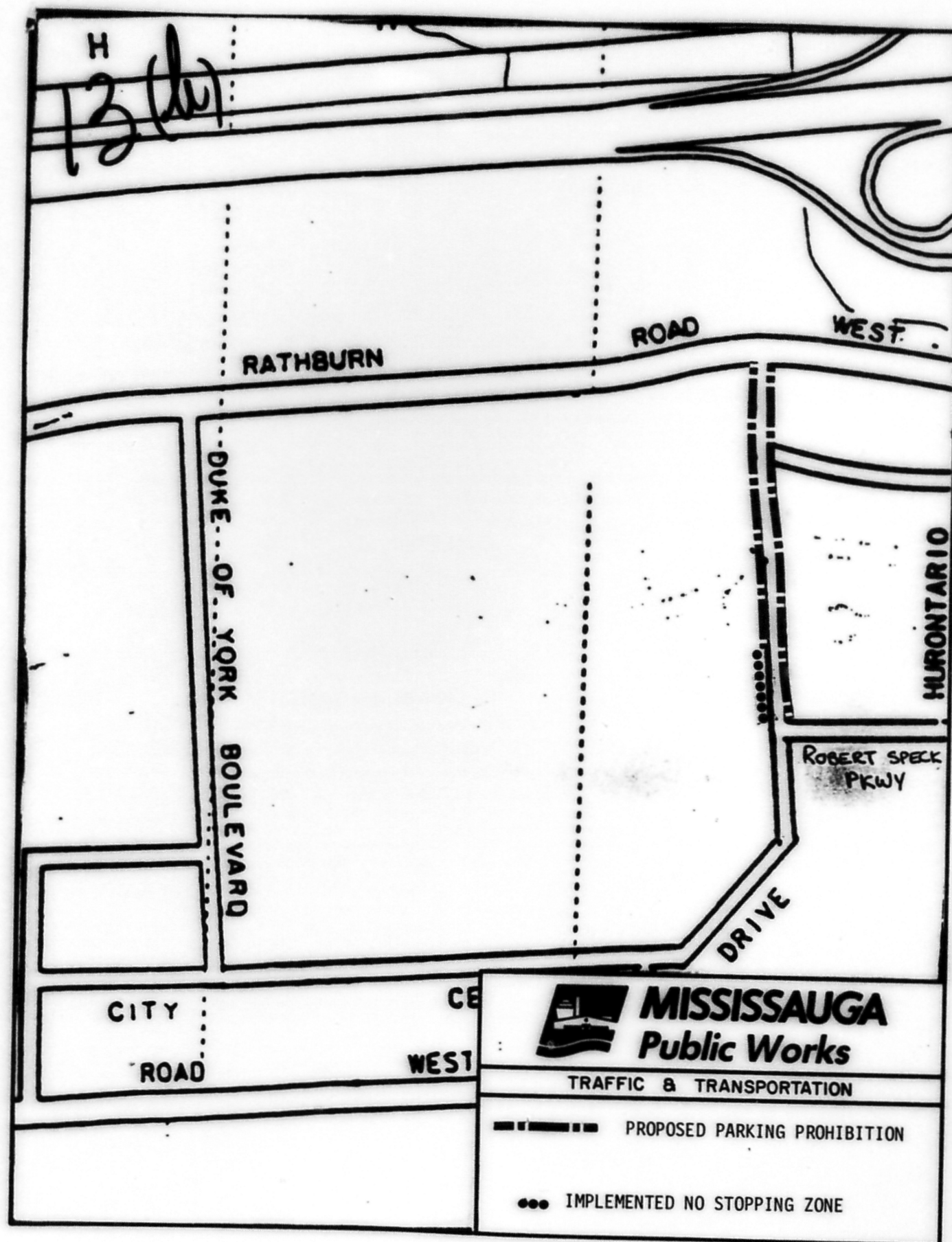
In the interest of safety, parking should be prohibited on City Centre Drive from the north limit of Robert Speck Parkway to the south limit of Rathburn Road, with the exception of the implemented stopping prohibition to a point 60 metres north of the signals on the west side. The parking prohibition will ensure safer operation through this section of City Centre Drive.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement the following:

- (i) A parking prohibition on the east side of City Centre Drive from the north limit of Robert Speck Parkway to the south limit of Rathburn Road.
- (ii) A parking prohibition on the west side of City Centre Drive from a point 60 metres north of the north limit of Robert Speck Parkway to the south limit of Rathburn Road.


William P. Taylor, P. Eng.,
Commissioner,
Public Works Dept.






Corporate Report

Received by FEB 1 1989
Clerk's Dept.

Clerk's Files F.06.04.02

Originator's
Files
11 141 00045
11 161 00011
13 111 00003

OPERATIONS/WORKS FEB 21 1989

DATE: January 23, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: 72-hour On-Street Parking - Proposed Reduction to 12-hour Maximum.

ORIGIN: Public Works Department.

BACKGROUND: The Public Works Department recommended the implementation of long-term on-street parking (12-hour and 72-hour) in 1984 on the basis of a review of high and medium density residential neighbourhoods where it was determined that on-site parking deficiencies existed. It was determined that residences with less than 200% on-site parking (2 parking spaces including garage), with inadequate room for expanding parking, would qualify for consideration for long-term on-street parking. This program was intended primarily for areas with townhouse, condominium and apartment developments, but has been expanded to include roadways with single family dwellings. It was also determined that long-term parking would only be implemented when greater than two-thirds of the residents affected at a particular location were in favour of the proposal.

Two distinct arrangements were made available; 12-hour parking which permits a vehicle to be parked on the roadway overnight for example, and 72-hour parking which provided the accommodation of a vehicle on the roadway for residents who may be vacationing over a long week-end.

COMMENTS: It is evident and substantiated by the degree of implementation that long-term on-street parking has filled a need for residents owning multiple vehicles. It is also evident however, that long-term parking, particularly 72-hour parking, has been abused and created more than its share of problems.

Seventy-two hour parking is virtually impossible to enforce and results in vehicles being parked for periods well in excess of the time designation. This includes derelict vehicles which residents in some areas have reported parked on the streets for months at a time. It is apparent by the amount of oil and other vehicle fluids on the streets that many prefer to park leaking vehicles on the roadway rather than their driveways.

January 23, 1989.

17(a)

Road cleaning and maintenance, snow clearing and removal, garbage pick-up and the presence of school buses parked all week-end are the major concerns particularly prevalent with long-term parking. While these concerns do present themselves in areas where 12-hour parking exists they are generally present to a much lesser degree.

The Public Works Department continues to support 12-hour on-street parking in spite of the difficulties experienced as it does fulfill a need of many residents. However, in view of the abuse of 72-hour on-street parking and the fact that 12-hour parking appears to fulfill the need for extra parking where on-site shortages are evident, it is proposed to eliminate all 72-hour parking. These areas should be replaced with 12-hour on-street parking.

There are 31 locations on 16 streets within the City where this change-over is proposed. These are as follows:

ROADWAY:

Barsuda Drive
Bromsgrove Road
Carletta Drive
Gananoque Drive
Glen Erin Drive
Goreway Drive
John Street
Kirwin Avenue
Littlejohn Lane
Mississauga Valley Boulevard
Pine Avenue North
Queen Street West
Shelter Bay Road
South Millway
Third Street
Westminster Place

CITY STREET GUIDE INDEX:

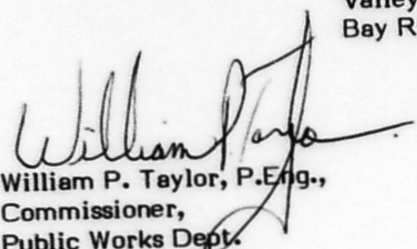
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Z-25
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CONCLUSION:

The Public Works Department maintains that the need for on-street long-term parking can be adequately fulfilled with a maximum duration of 12-hours. Therefore, in order to reduce problems of parking abuse, snow removal, roadway maintenance and garbage pick-up, all 72-hour designations should be reduced to a maximum 12-hours.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement reductions in the duration of time from 72-hours to a maximum 12-hours on-street parking on Barsuda Drive, Bromsgrove Road, Carletta Drive, Gananoque Drive, Glen Erin Drive, Goreway Drive, John Street, Kirwin Avenue, Littlejohn Lane, Mississauga Valley Boulevard, Pine Avenue North, Queen Street West, Shelter Bay Road, South Millway, Third Street and Westminster Place.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

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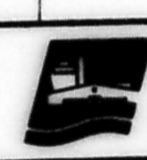
Public Works

TRAFFIC & TRANSPORTATION

BAR SUDA DR.

17/6/7



 **MISSISSAUGA**
Public Works

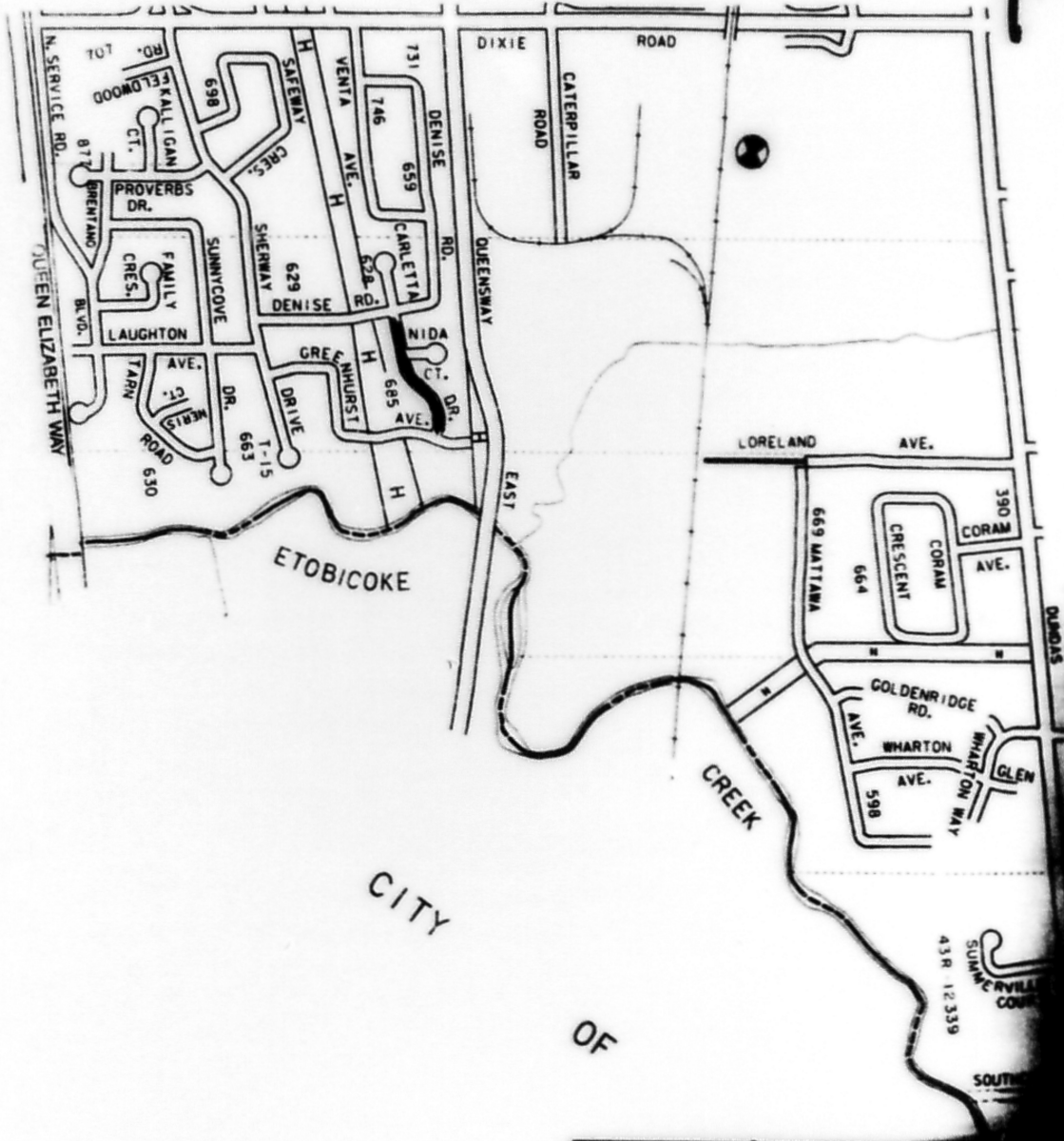
TRAFFIC & TRANSPORTATION

BROMSGROVE RD.

Z-12

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124(d)



MISSISSAUGA
Public Works

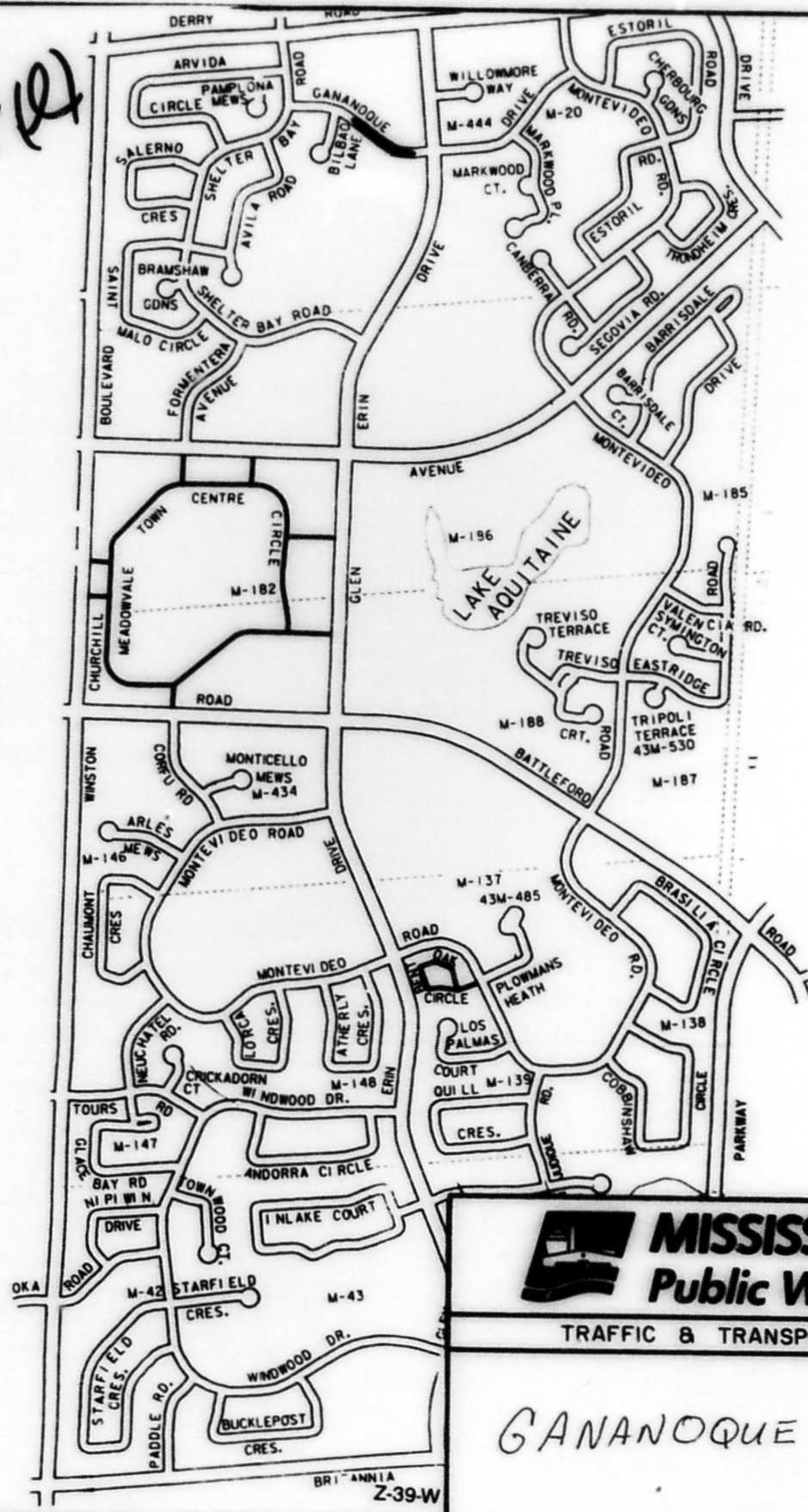
TRAFFIC & TRANSPORTATION

CARLETTA DR.

17/02

Z-56

Z-46-E



MISSISSAUGA
Public Works

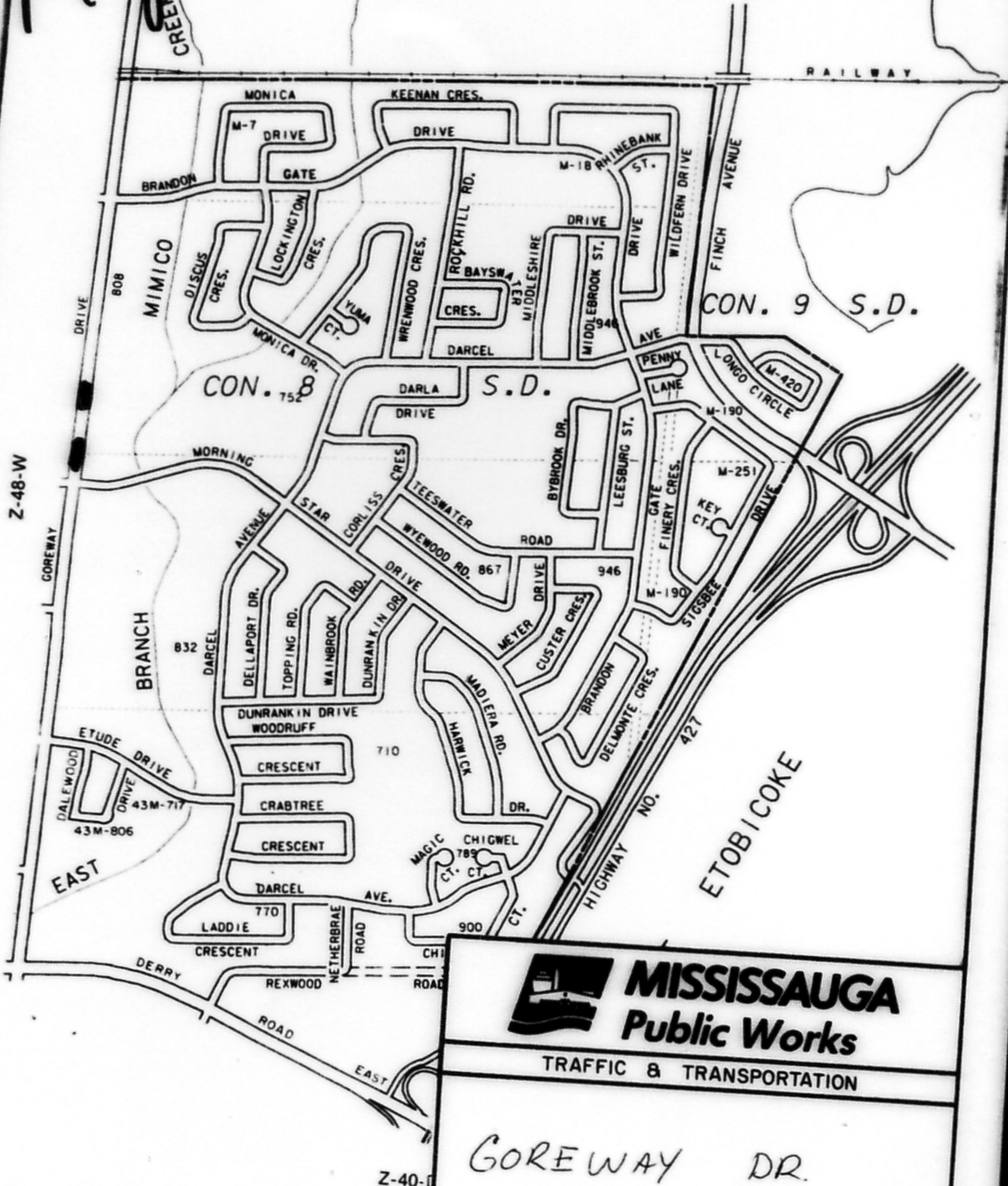
TRAFFIC & TRANSPORTATION

GANANOQUE DR

Z-39-W

12/15

CITY OF BRAMPTON



MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

GOREWAY DR.

Z-28

14th



MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

JOHN ST.

14(2)

Z-28

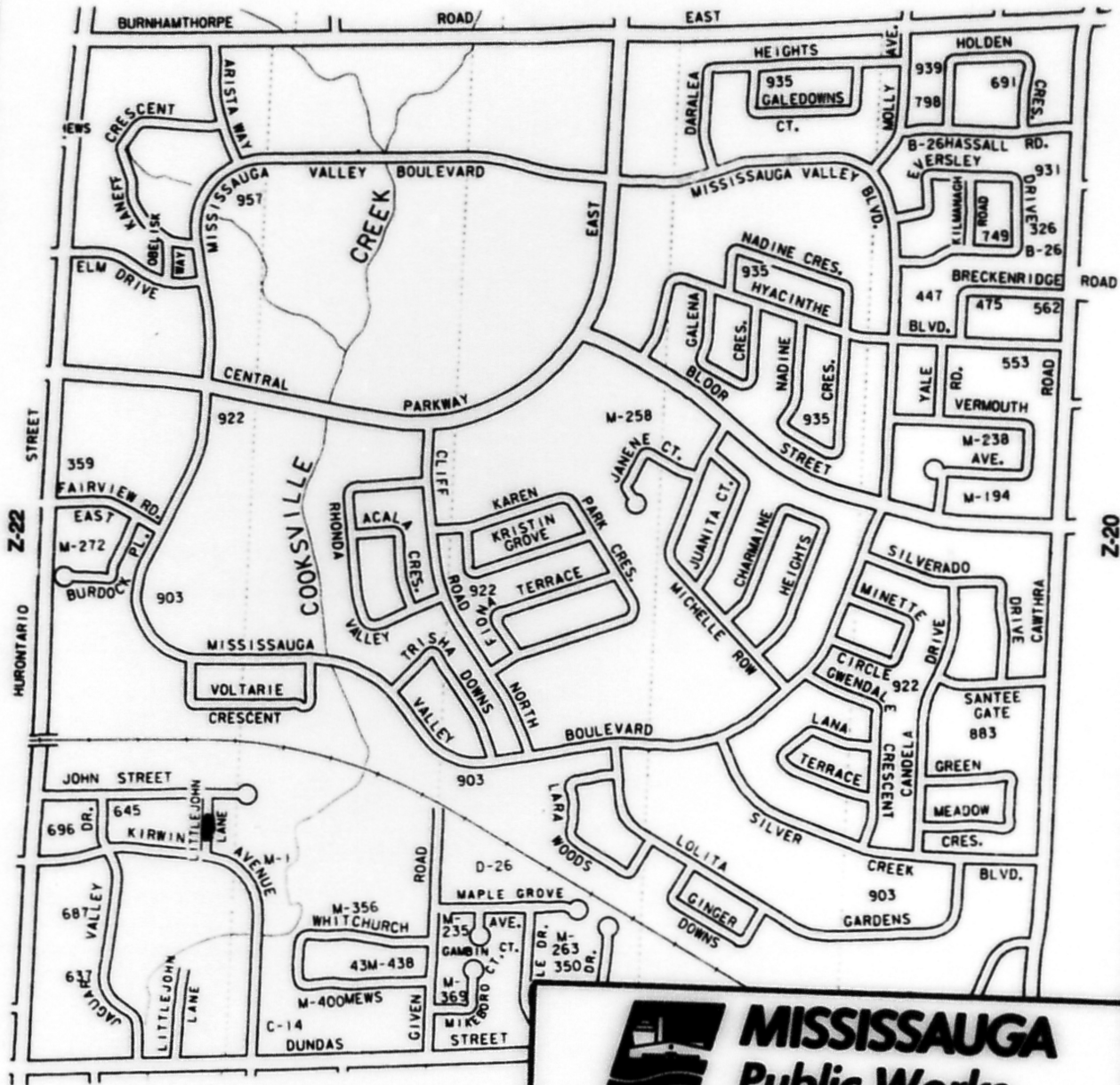


MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

KIRWIN AVE

14(j)



MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

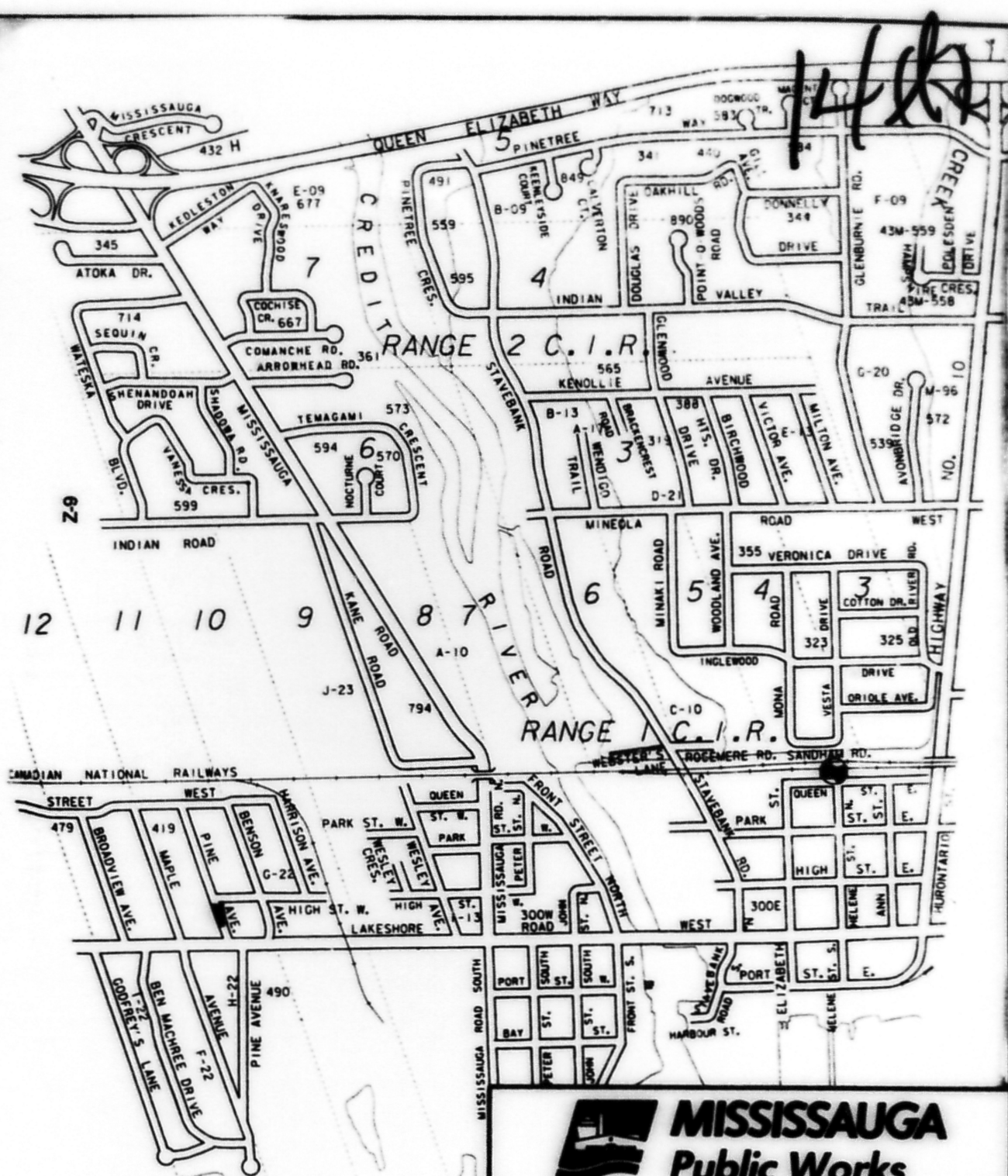
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TRAFFIC & TRANSPORTATION

MISSISSAUGA VALLEY
BLVD



LAKE ONTARIO

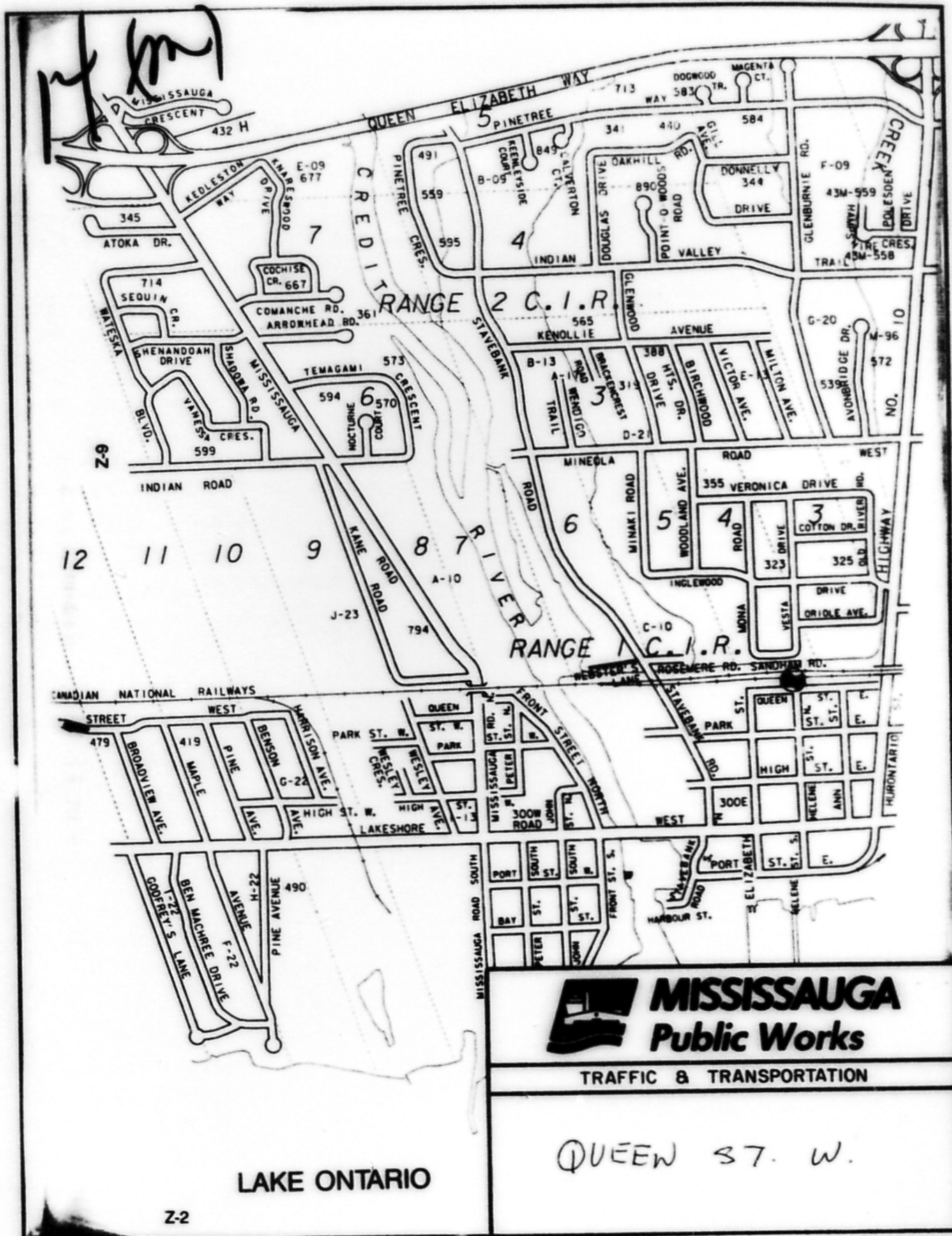
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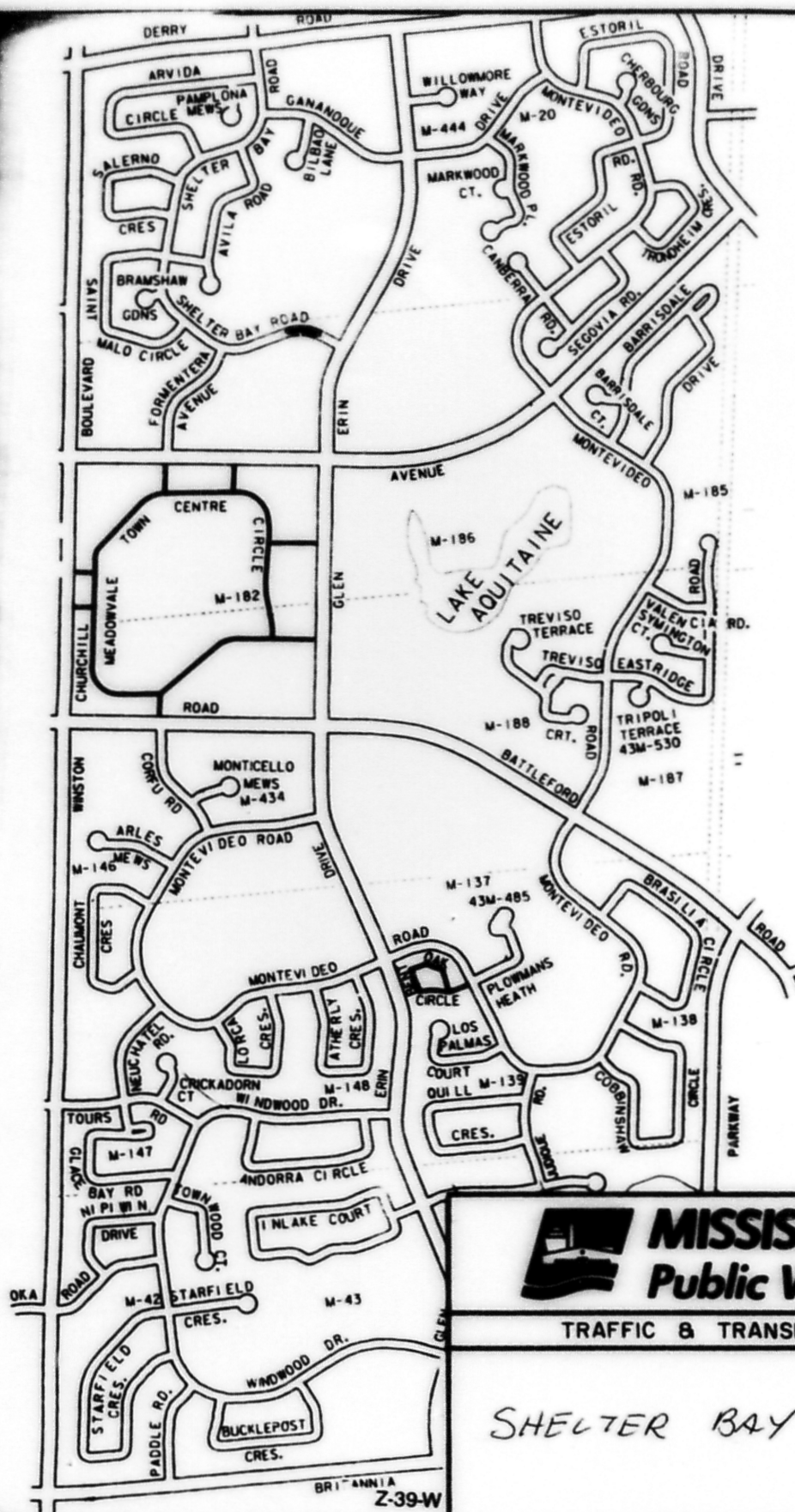
MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

PINE AVE.



14 km



MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

SHELTER BAY RD

BRIANNA
Z-39-W

Z-46-E

14(0)



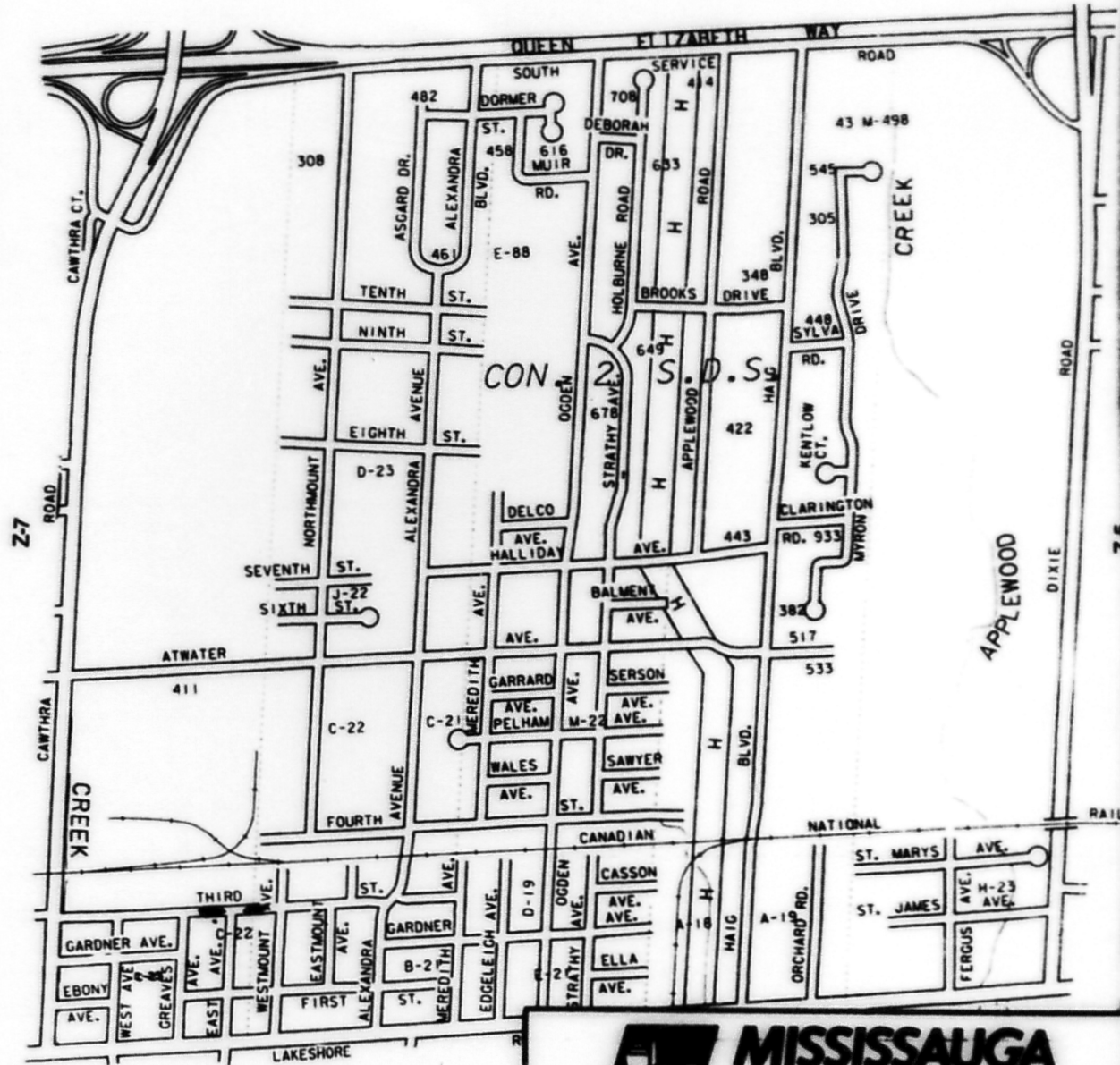
MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

SOUTH MILLWAY

Z-18

14(p)



MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

THIRD ST

(g)

Z-36-E

Z-35-W



MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

WESTMINSTER PL.



Corporate Report

Received by
Clerk's Dept. FEB 14 1989

Clerk's Files F. 06.04/02

OPERATIONS/WORKS

FEB 21 1989

Originator's
Files

11 141 00045
11 161 00011
13 211 00006

DATE: January 23, 1989.

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: Request to Extend Parking to 12-hours on Meredith Avenue.

ORIGIN: Report Request No. 355-88.

COMMENTS:

A petition from the residents of 1022/1082 Meredith Avenue was forwarded to the Public Work Department requesting a review of Meredith Avenue in regard to extended 12-hour parking on the west side of Meredith Avenue between Third Street and Lakeshore Road.

After review in January 1989 by Public Works staff it was found that each of the homes on this street has 200% on-site parking.

In accordance with Council policy adopted in May 1984, extended on-street parking will only be considered in residential areas where less than 200% on-site parking space is available for each residence, with no room for expansion.

Some of the problem with respect to the need for additional parking space may arise from the residents using their garage for storage purposes, which may indicate that the request to extend on-street parking has been proposed for convenience. Further, parking would have to be prohibited at all times on the east side of Meredith Avenue should extended parking be permitted. Based on existing criteria, extended on-street parking on Meredith Avenue cannot be supported by the Public Works Department.

CONCLUSION:

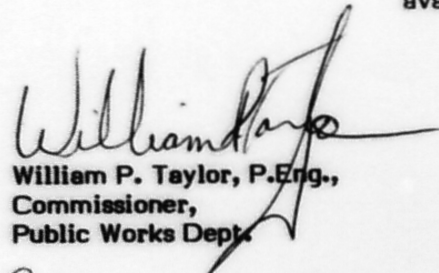
There is sufficient on-site parking space (200%) on Meredith Avenue for each home, therefore, based on City Council approved criteria, 12-hour on-street parking is not justified on Meredith Avenue.

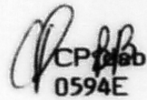
January 23, 1989.

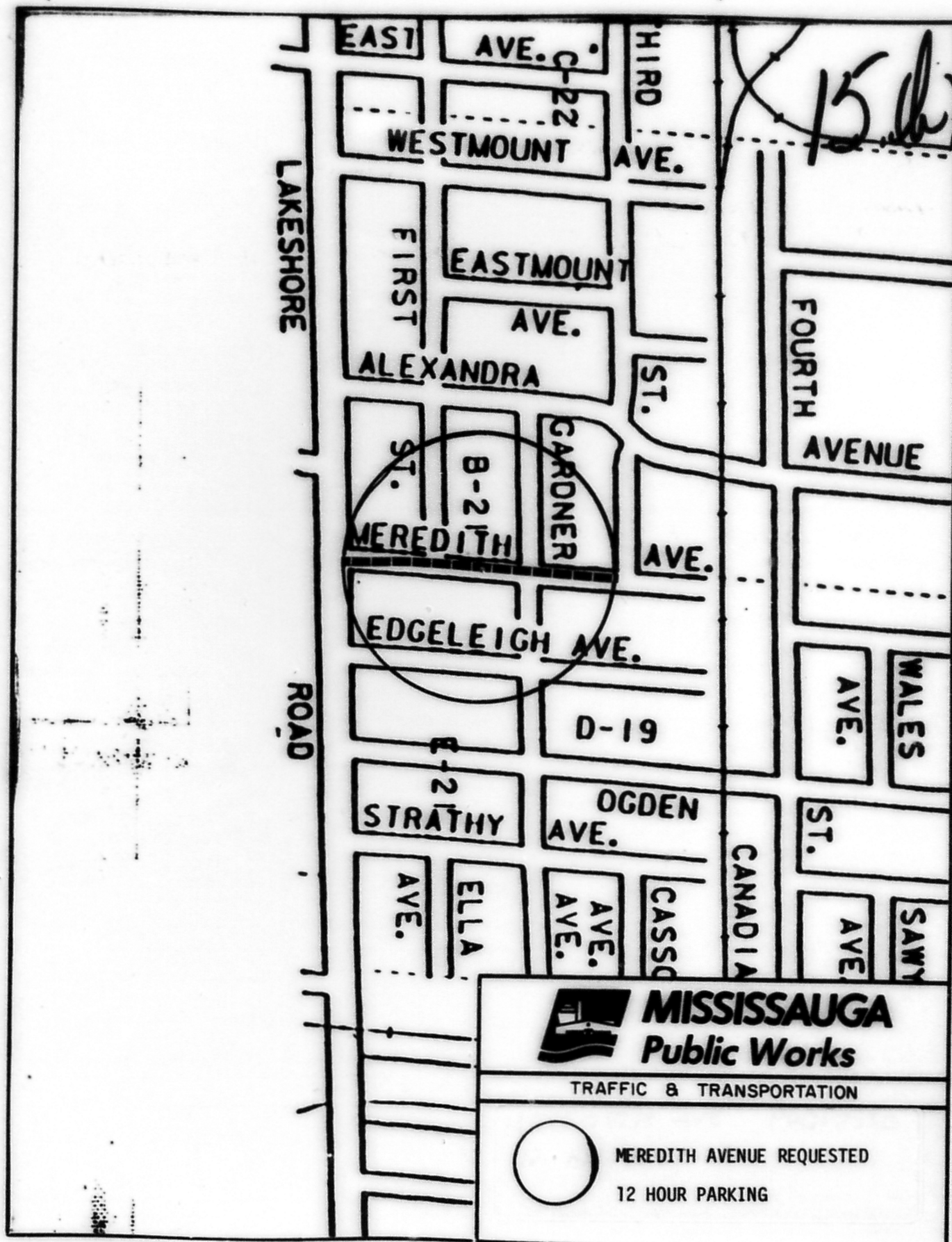
15(a)

RECOMMENDATION:

That, in accordance with Council policy adopted May 1984, extended on-street parking not be implemented on Meredith Avenue as a minimum of 200% on-site parking space is available for each residence.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.


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Corporate Report

Received by
Clerk's Dept. FEB 14 1989

Clerk's Files F.06.04.02

Originator's
Files
11 141 00045
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13 211 00022

OPERATIONS/WORKS FEB 21 1989

DATE: January 23, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Parking Prohibitions - Kariya Drive, Enfield Place, Sussex Gate and Matthews Gate.

ORIGIN: Public Works Department. Wm. G. Robinson, (Property Manager, Sussex Centre) Nottingham Management Limited, 50 Burnhamthorpe Road West, Suite 400, Mississauga, L5B 3C2 and R.L. Cerny, President, Matthews Contracting Inc. 50 Burnhamthorpe Road West, Suite 906, Mississauga, L5B 3C2.

COMMENTS: The Public Works Department has received complaints from Mr. Robinson and Mr. Cerny pertaining to traffic and parking congestion around the Sussex Centre and Hotel Novotel.

Vehicles parking on both sides of Enfield Place, Sussex Gate and Matthews Gate are causing traffic congestion and safety concerns on these roadways. These roadways are only 8.50 metres wide and can only accommodate parking on one side while maintaining safe and efficient two-way traffic. Certain portions of these roadways cannot accommodate any parking due to roadway geometrics, driveway accesses and restricted sight lines.

Vehicles parking on Kariya Drive, north of Enfield Place (north intersection) are causing operational problems at the signalized intersection at Burnhamthorpe Road. "No Parking" prohibitions are required on the following roadways:

Kariya Drive:

Both sides between Burnhamthorpe Road and Enfield Place (north intersection).

Enfield Place:

Both sides between Kariya Drive (north intersection) and Matthews Gate;

North side between Kariya Drive (south intersection) and Matthews Gate.

Sussex Gate:

East side between Burnhamthorpe Road and Enfield Place.

Matthews Gate:

North side between Enfield Place and Hurontario Street.

16(a)

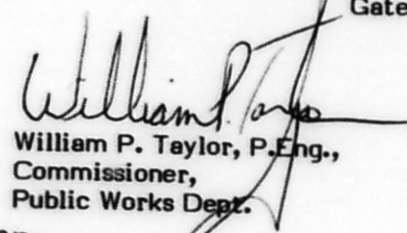
'No Stopping' prohibitions, 60 metres at signalized intersections and 15 metres at non-signalized intersections, will be installed at all intersections in this area in accordance with the general provision of the Traffic By-law 444-79. This will ensure that adequate sight lines are maintained. One hour parking should be allowed on sections of Kariya Drive, Sussex Gate (west side) and Matthews Gate (south side) to provide short-term parking for adjacent businesses. Once parking patterns have been established, the Public Works Department will investigate the feasibility of installing parking meters in this area. Off-street parking is available in this area in both above and underground lots.

CONCLUSION:

The inclusion of parking/stopping prohibitions on Kariya Drive, Enfield Place, Sussex Gate and Matthews Gate will enable safe and efficient two-way traffic movement on these roadways. The implementation of one hour parking on certain roadways will provide convenient short-term parking for the adjacent businesses.

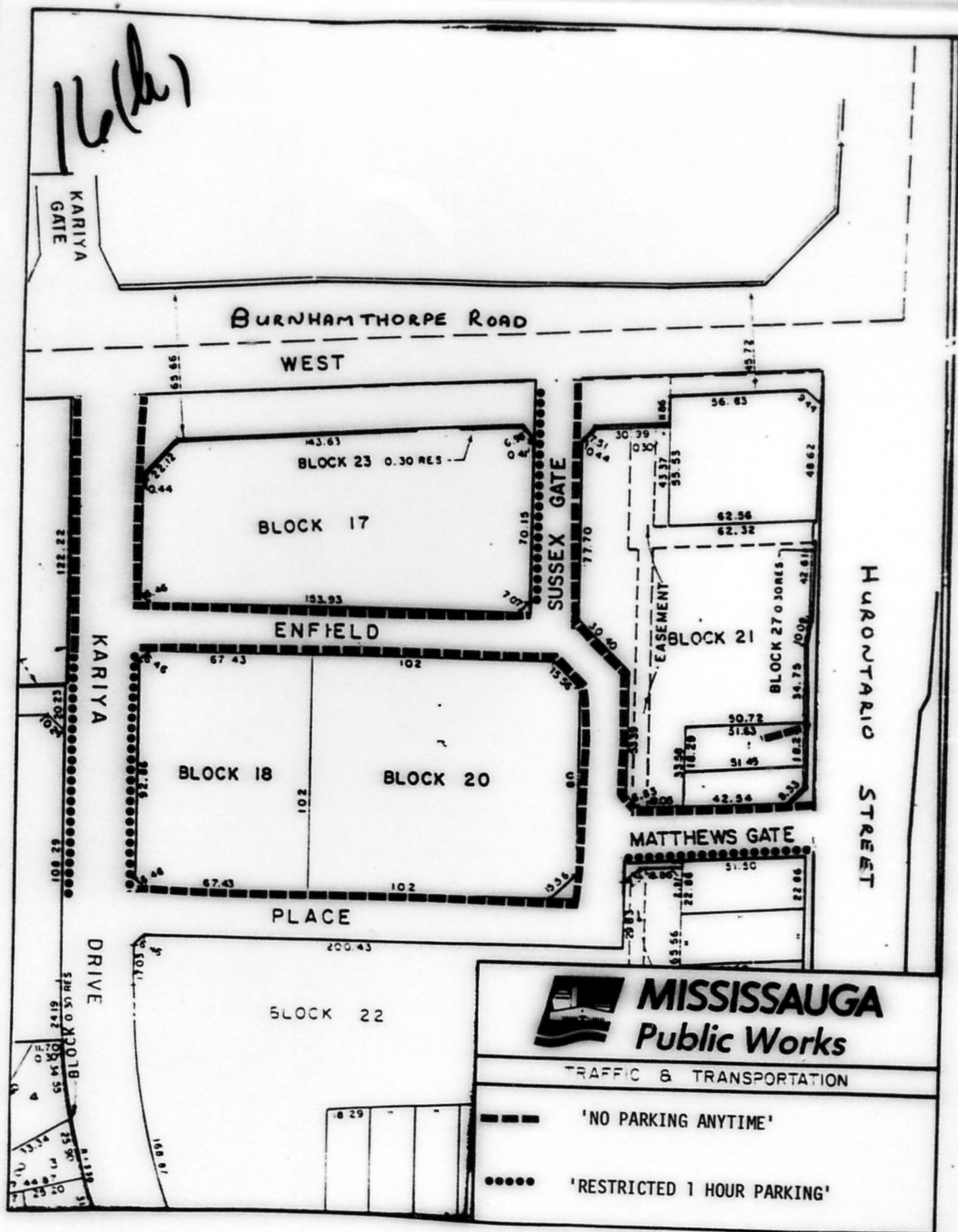
RECOMMENDATION: That a by-law be enacted to amend By-law 444-79, as amended, to implement the following:

- (a) 'No Parking' prohibitions on both sides of Kariya Drive from Burnhamthorpe Road to Enfield Place (north intersection);
- (b) 'No Parking' prohibitions on both sides of Enfield Place between Kariya Drive (north intersection) and Matthews Gate; and on the north side of Enfield Place between Kariya Drive (south intersection) and Matthews Gate;
- (c) 'No Parking' prohibition on the east side of Sussex Gate between Burnhamthorpe Road and Enfield Place;
- (d) 'No Parking' prohibition on the north side of Matthews Gate between Enfield Place and Hurontario Street;
- (e) 'Parking Restriction' for one hour on both sides of Kariya Drive between Enfield Place (north intersection) and Enfield Place (south intersection);
- (f) 'Parking Restriction' for one hour on the west side of Sussex Gate between Burnhamthorpe Road and Enfield Place;
- (g) 'Parking Restriction' for one hour on the south side of Matthews Gate between Enfield Place and Hurontario Street.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

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16(h)





Corporate Report

Received by FEB 14 1989
Clerk's Dept.

Clerk's Files F.06.04.09

OPERATIONS/WORKS FEB 21 1989

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Files
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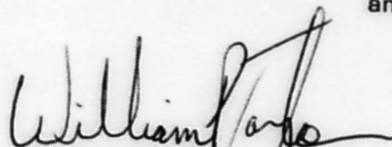
DATE: January 30, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: Half-Load Limits.

ORIGIN: Public Works Department.

COMMENTS: Restrictive half-load limits are designated on various sub-standard roadways throughout the City effective March 1 through to April 30, annually. The restriction is applied to such roadways susceptible to damage by excessive vehicular weight during the Spring thaw. The schedule of roadways is constantly revised in concert with the City's program of roadway reconstruction.

CONCLUSION: A revised schedule for the 1989 half-load season has been completed after careful consideration of previous roadway reconstruction. Upon approval by City and Regional Council, restrictive half-load signage will be installed on each roadway for the period of March 1 - April 30, 1989.

RECOMMENDATION: That a by-law be enacted to amend By-law 444-79, as amended, to implement half-load designations for 1989.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

53 450
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17(a)

BRITANNIA ROAD

WEST 363

43M-458 BELCARO WAY

PAGOSA CT.

HARGOOD CT.

SHANDWICK PL. 43M-445

HARGOOD PL.

SHAY DR.

DOWNING DR.

TURNEY

556

ROY DR.

VISTA

VISTA DRIVE

BLVD.

DE JONG DR.

613

BAREHAM DR.

PHONSE CRES.

SORA DR.

MALDAVER AVE. 591 TURNEY

DRIVE 556

THOMAS

RAYSHAW CRES.

BEEJAY CT.

MARZIPAN CT.

JOYCELYN DR. 530

BONHAM BLVD. 916

MERRYDREW CT.

GAFNEY DR.

542

415

PIONEER RD.

592

BROOKSIDE DRIVE 346

SIBERRY RD.

DRIVE ANDREA CT.

486

ONTARIO CT.

M-371

RUTLEDGE

JOYMAR 621

BELLVUE ST.

STR-1

TANNERY

EMBY DR.

BROADWAY ST.

ST. JAMES

ST. HENRY

ST. WILLIAM

ST. W.

CAROLINEA ST.

STR-4

CRUMBLE STREET

QUEEN STREET

ST. PEARL

ST. STR-1

BARRY AVE

PRINCESS ST.

OLD STATION ROAD

ROAD STR-4

43M-784

SONNET CT.

MULLETT

M-68

HOPEDALE CT.

AVE. MORGON

477

HAMMOND RD. 891

BREMEN LANE

DR. VANTIA

402

HILLSIDE DR.

ERIN

MILLS

PARKWAY

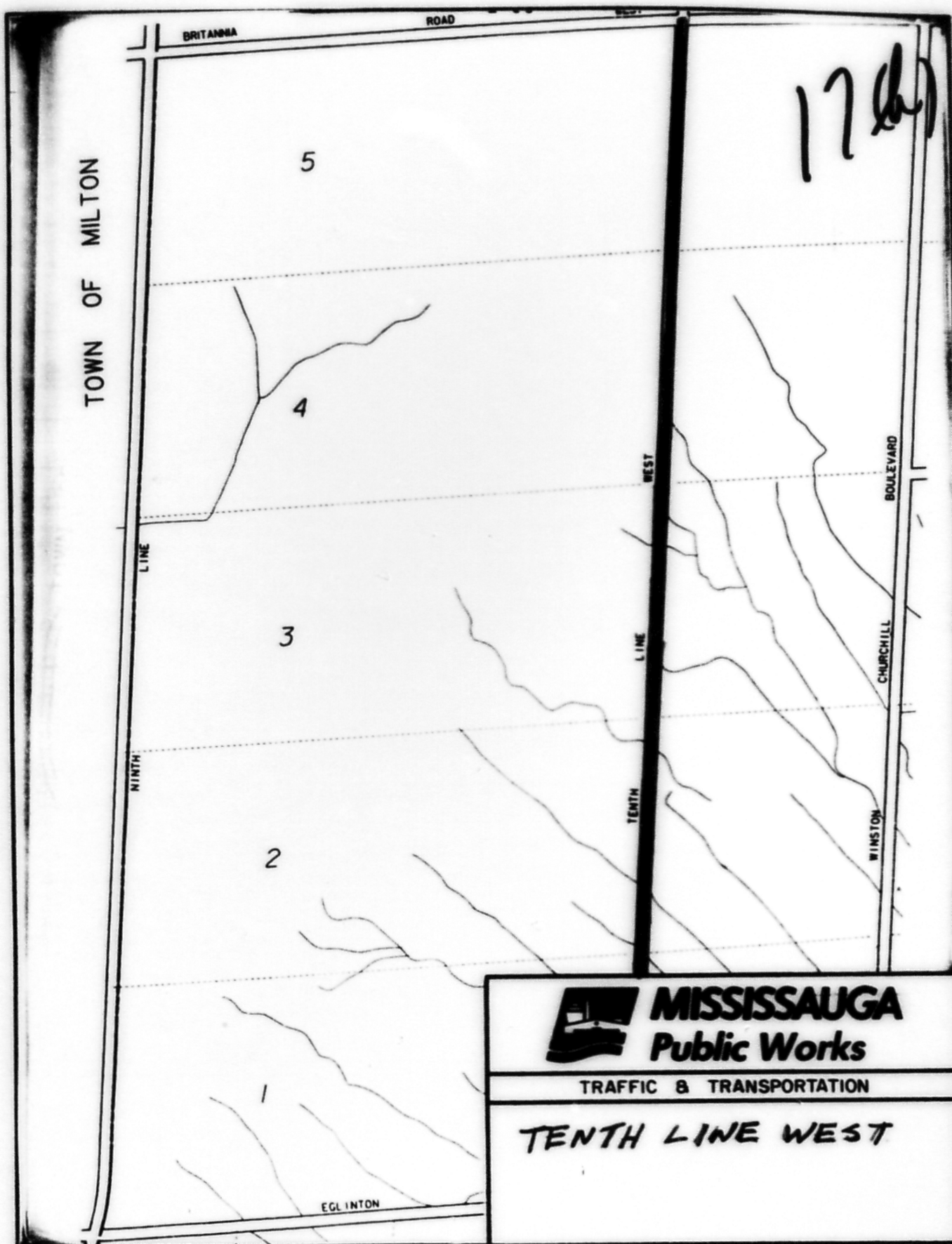
43M-784

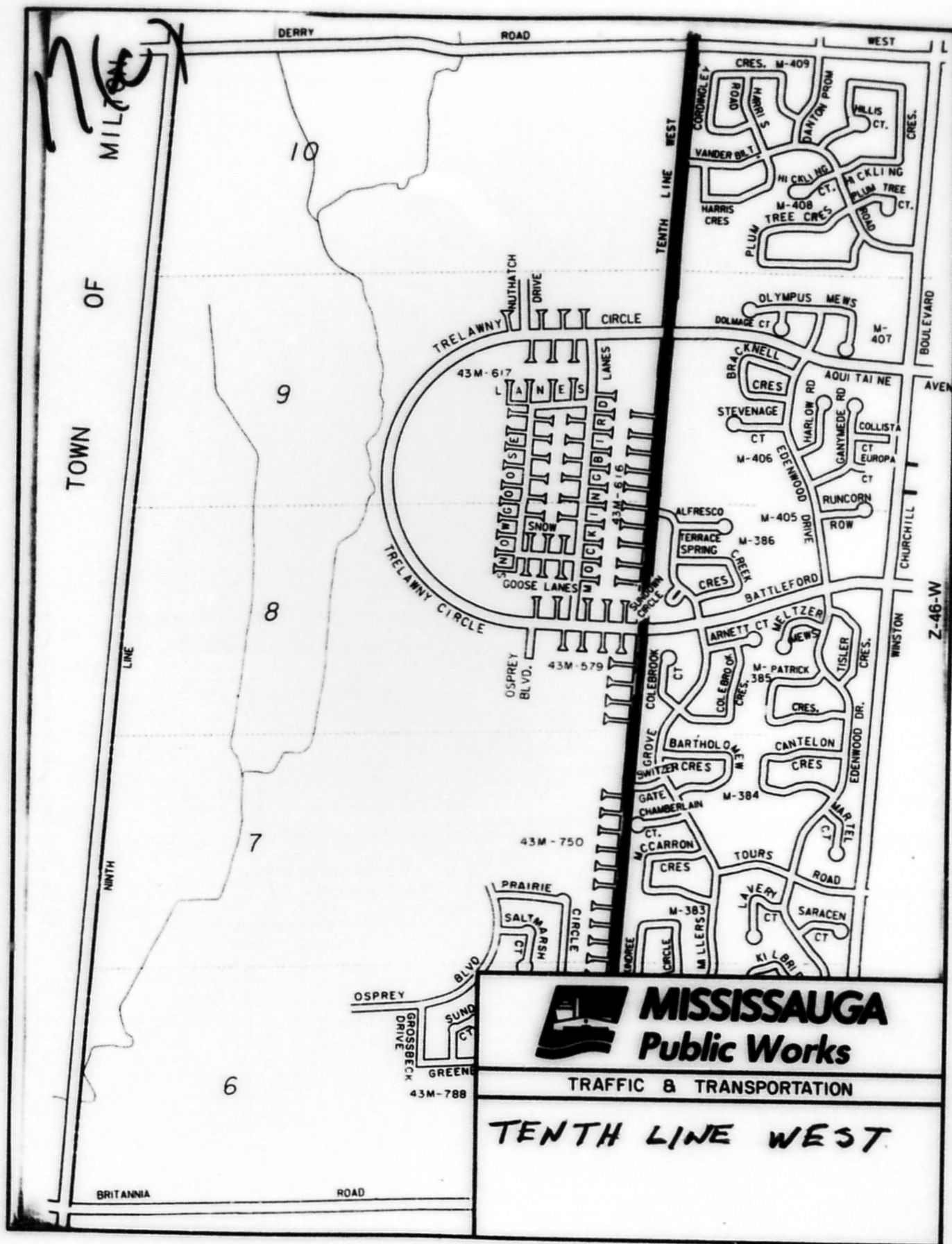
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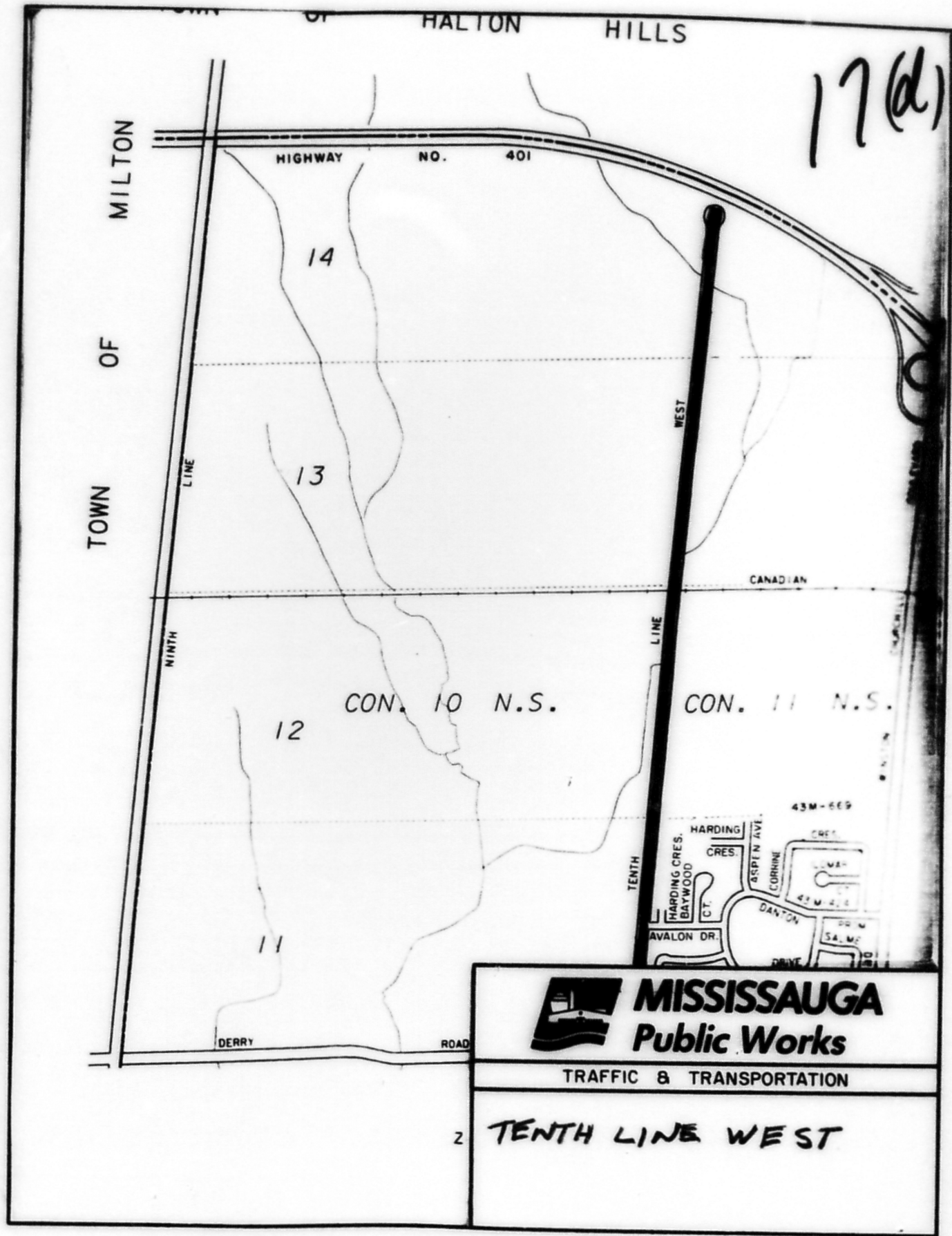
 **MISSISSAUGA**
Public Works

TRAFFIC & TRANSPORTATION

VISTA BLVD.







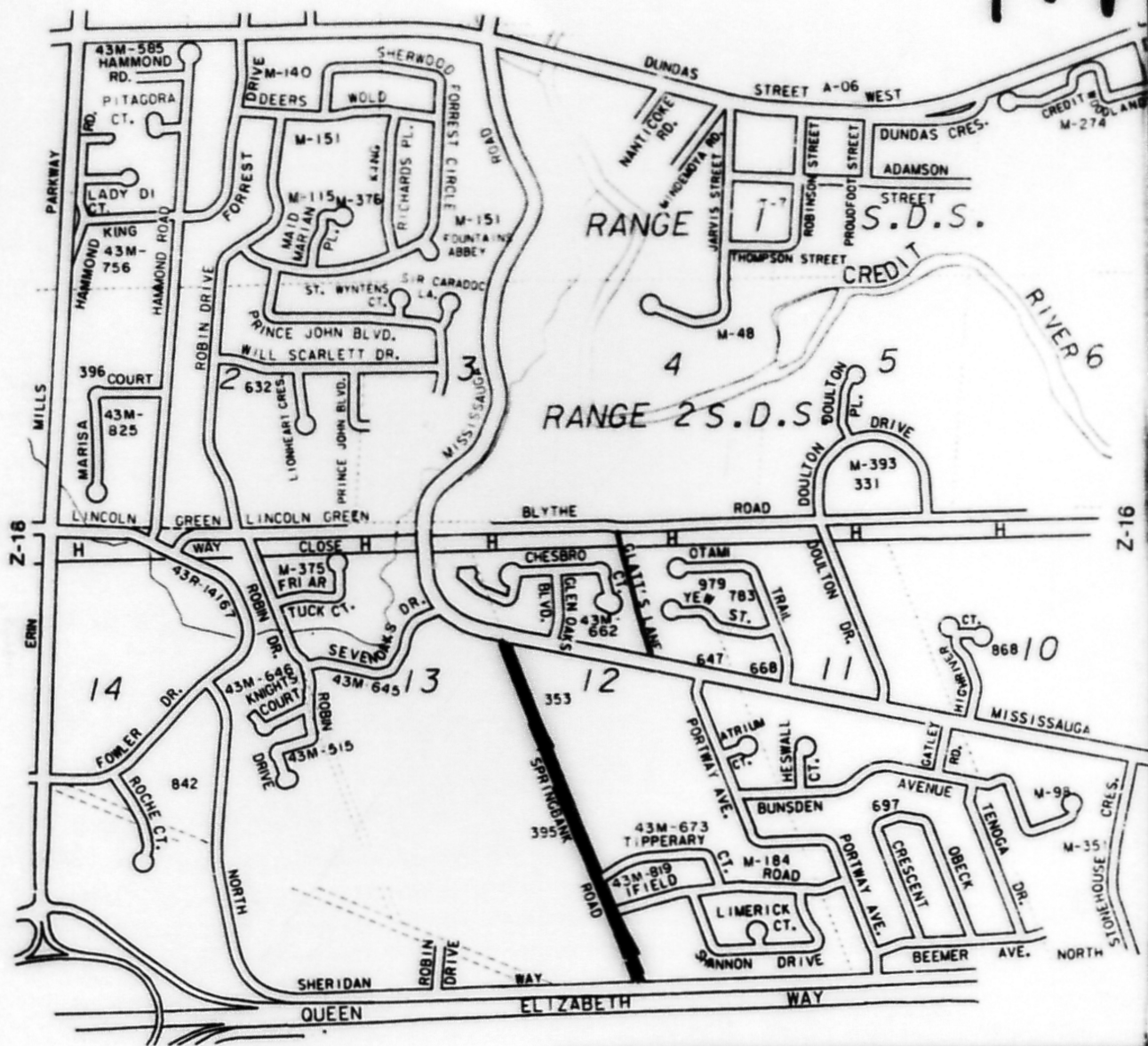


TRAFFIC & TRANSPORTATION

STRATHY AVE.

Z-24

174



MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

SPRINGBROOK RD

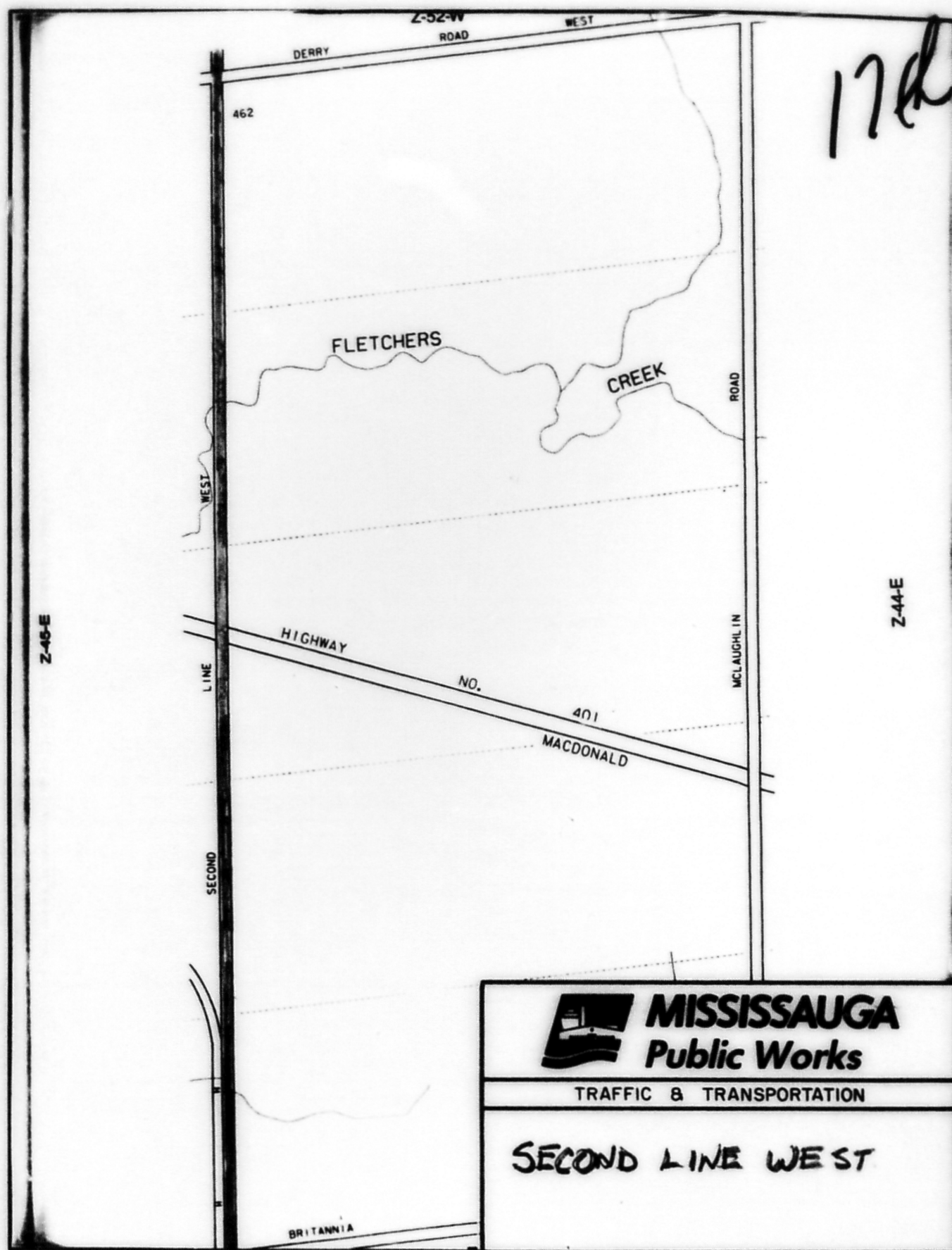
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 **MISSISSAUGA**
Public Works

TRAFFIC & TRANSPORTATION

SECOND LINE WEST



Z-52-E & W

Z-53-E

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Z-44-W

BARBERRY LANE
DERRY

ROAD
WEST

SECOND
LINE

WEST

CITY
OF
BRAMPTON

CON. 2 W.H.S.

MCLAUGHLIN
ROAD

ROAD

CON. 1 W.H.S.

HIGHWAY

HURONTARIO
STREET

NO. 10



MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

SECOND LINE WEST

Z-29

17(2)

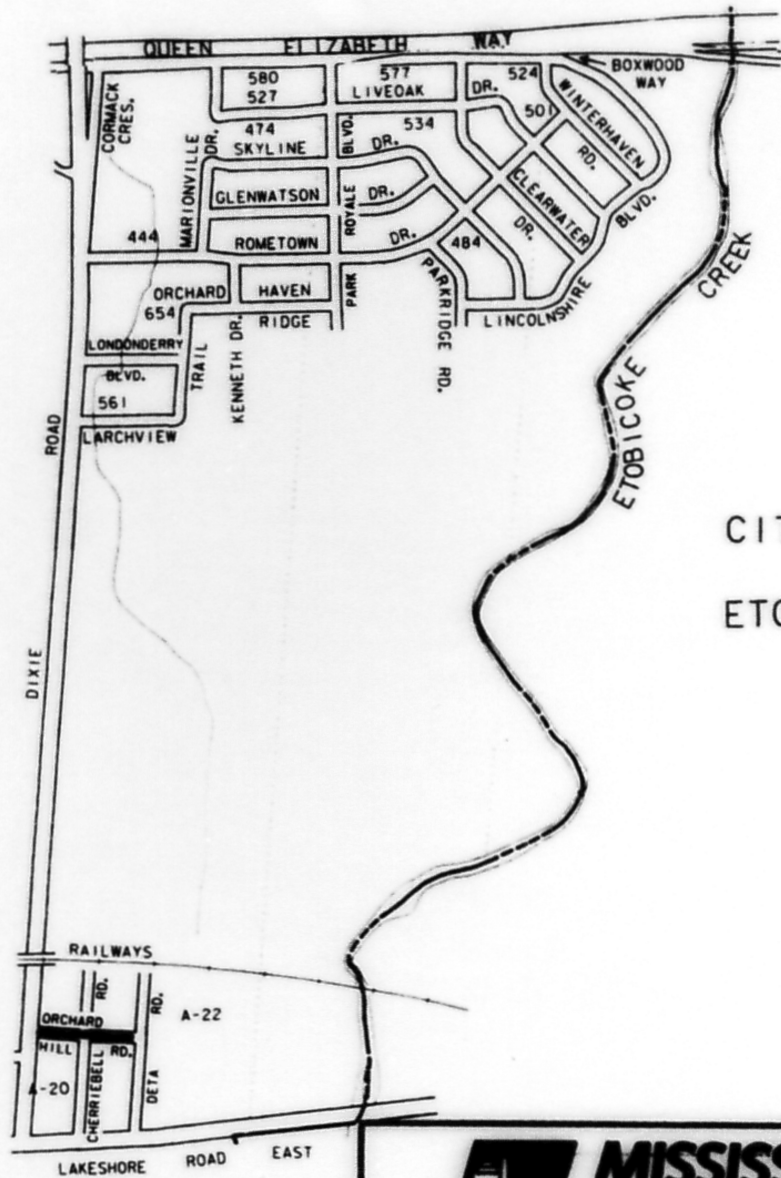


MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

PAL GRAVE RD.

2-6



CITY OF
ETOBICOKE

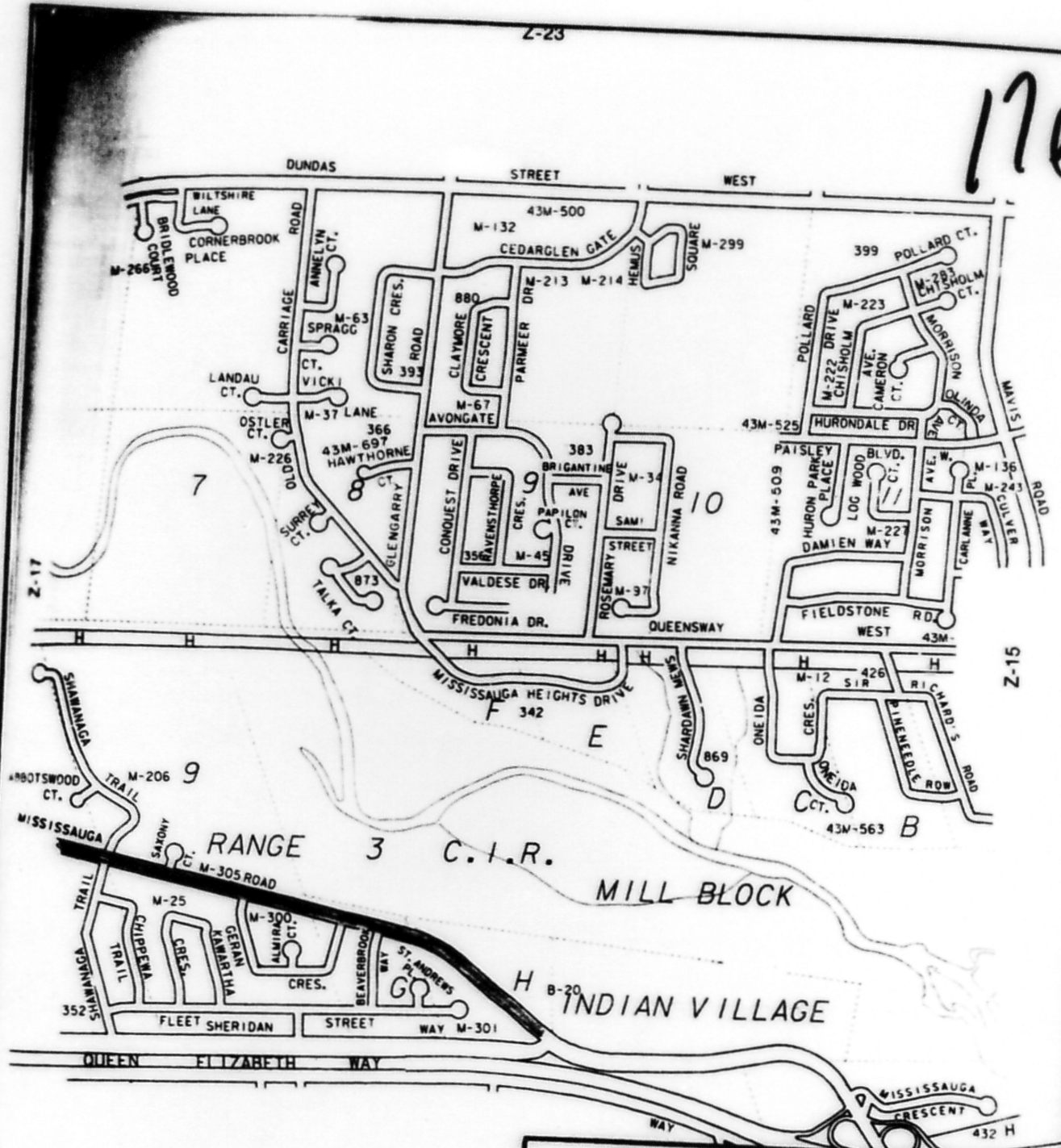


MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

ORCHARD HILL RD.

17th



Z-9



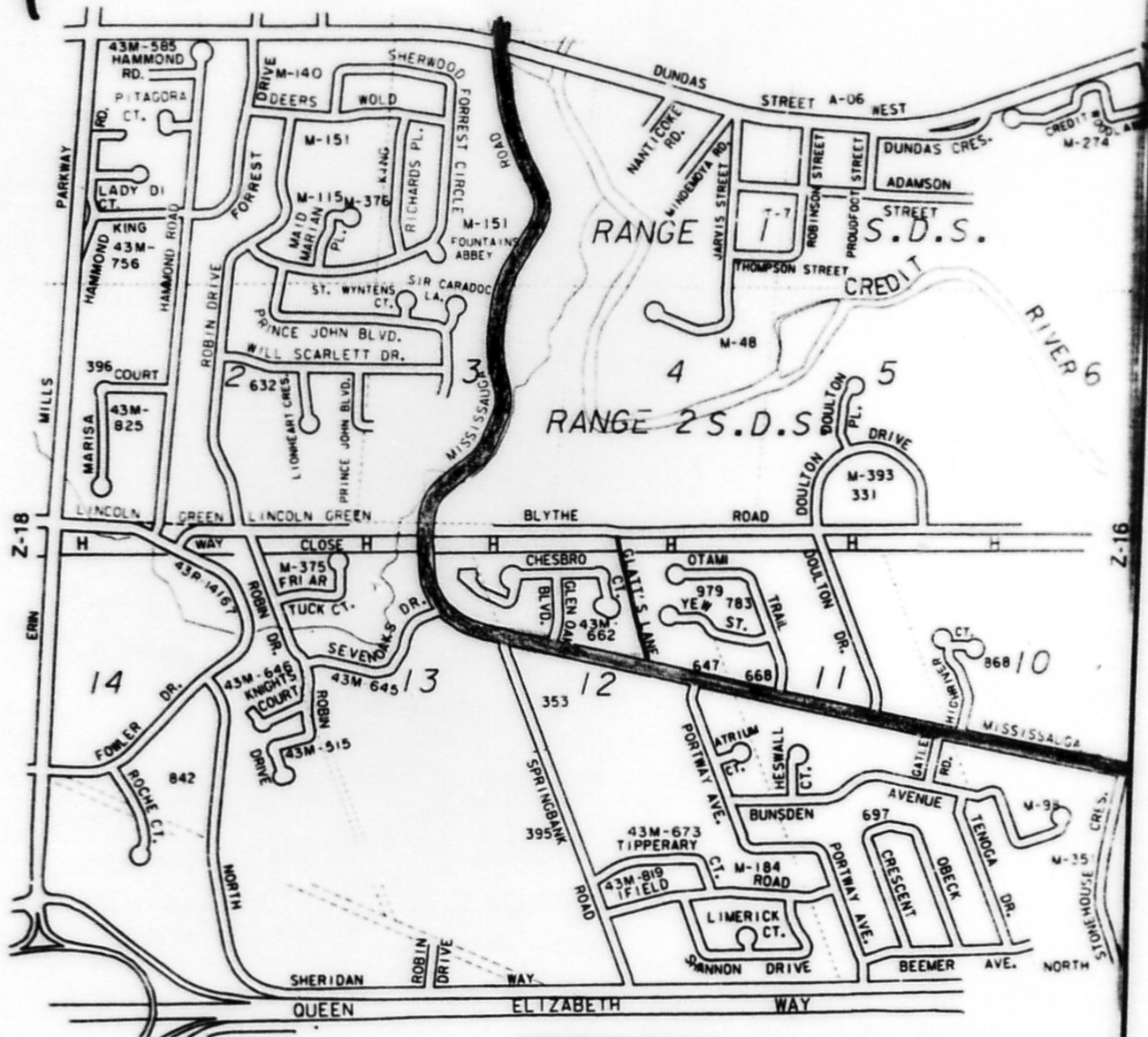
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Public Works

TRAFFIC & TRANSPORTATION

MISSISSAUGA R.D.

17km

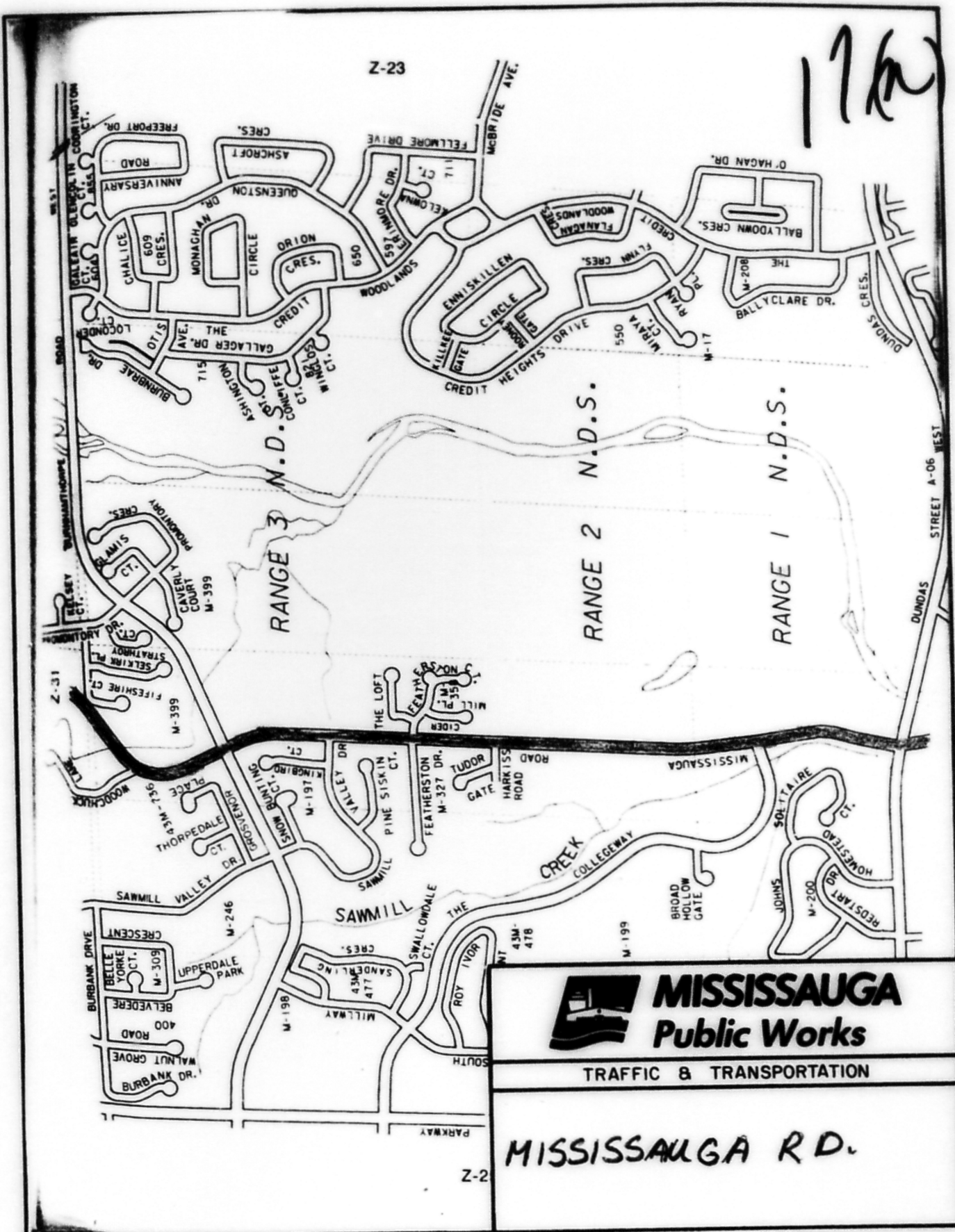
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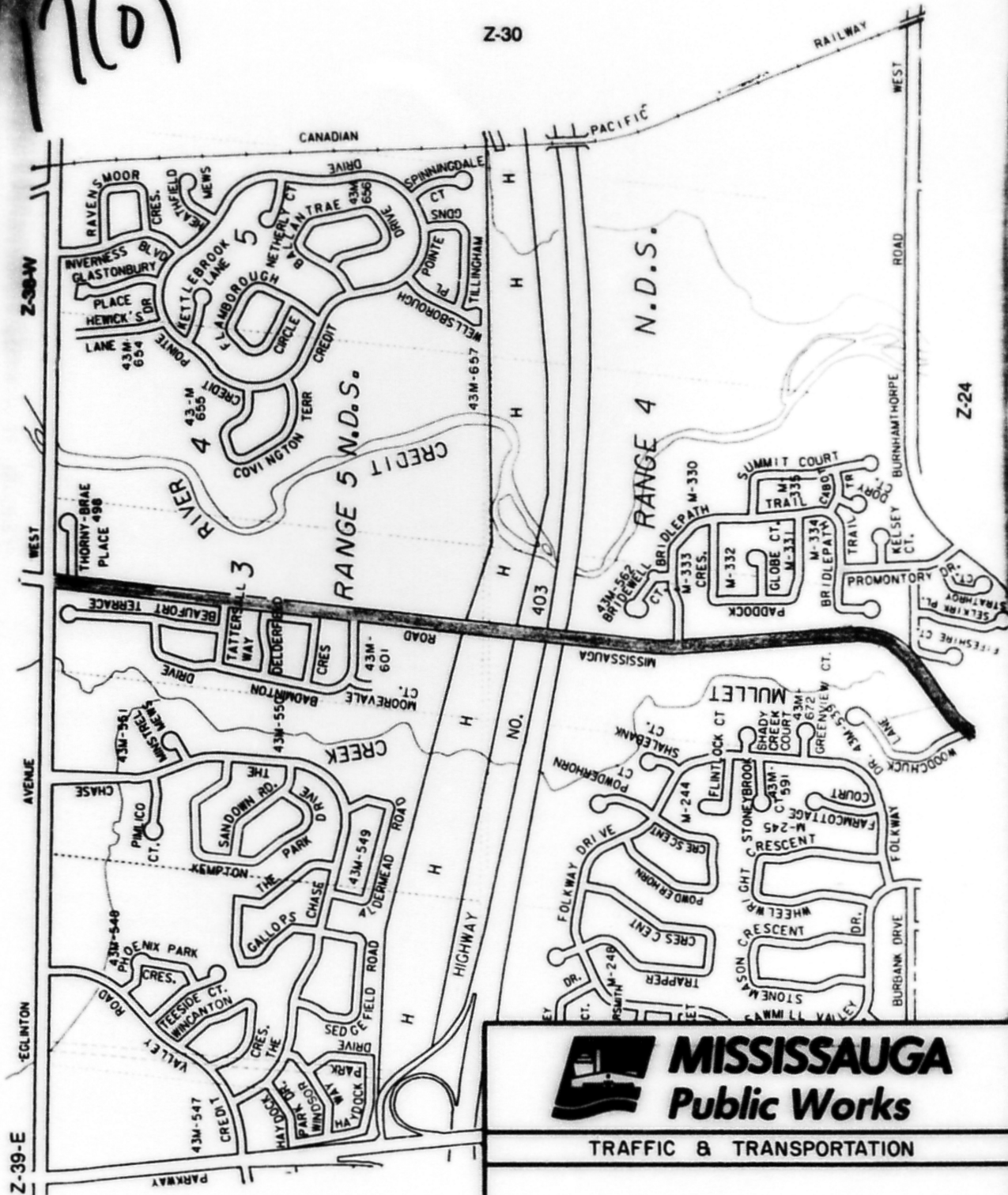
MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

MISSISSAUGA RD



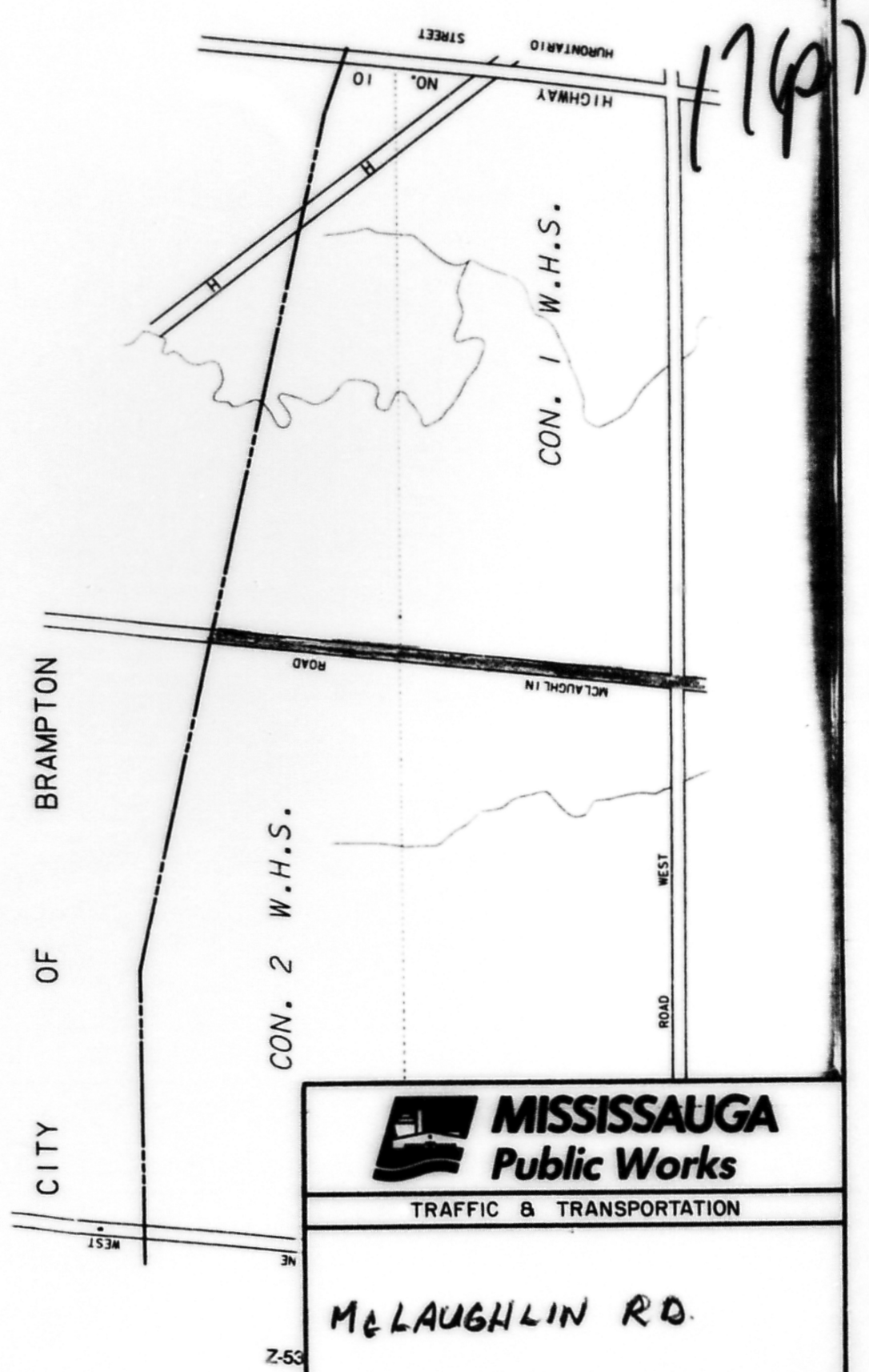
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MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

MISSISSAUGA RD



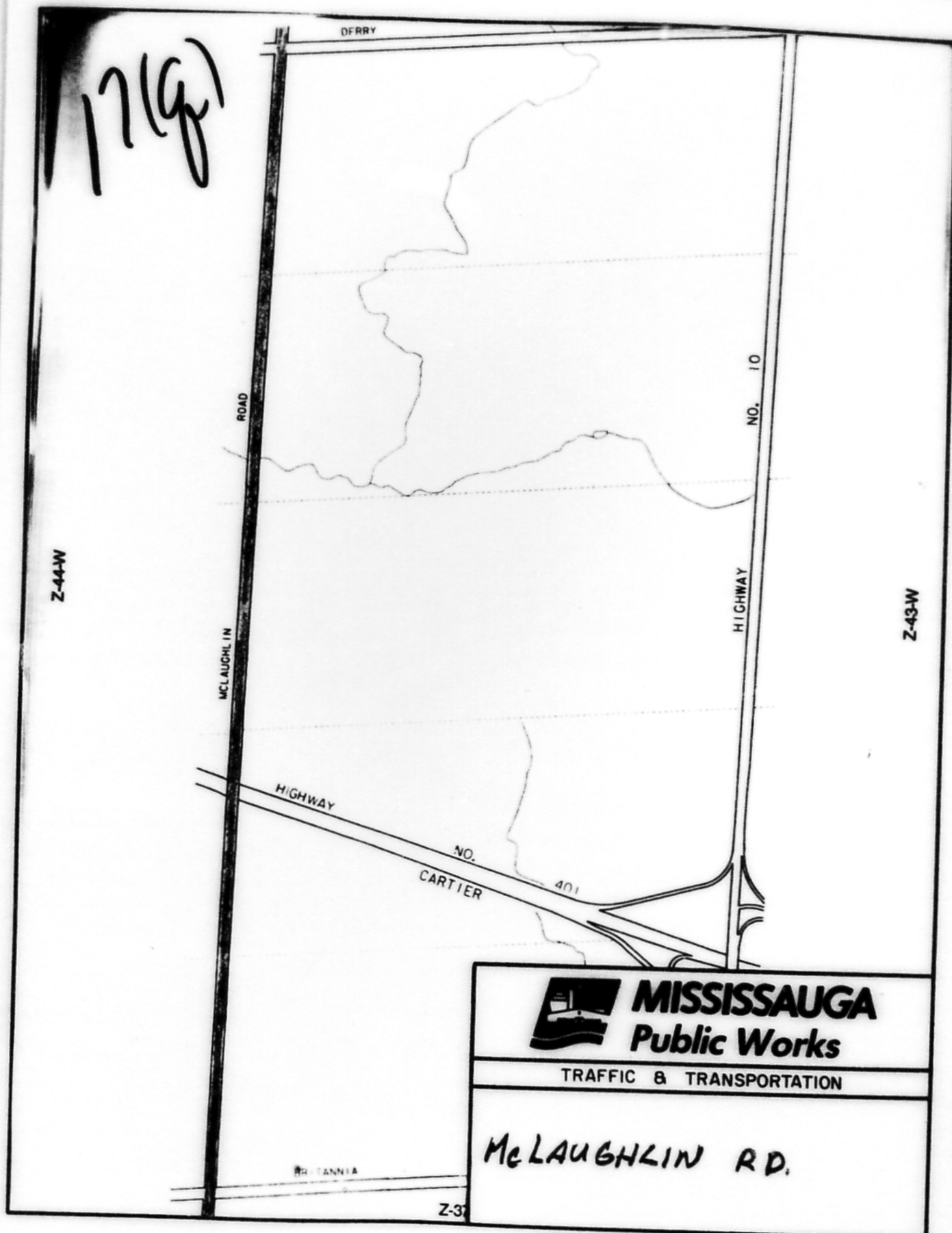
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Public Works

TRAFFIC & TRANSPORTATION

MCLAUGHLIN RD.

Z-53

17(g)

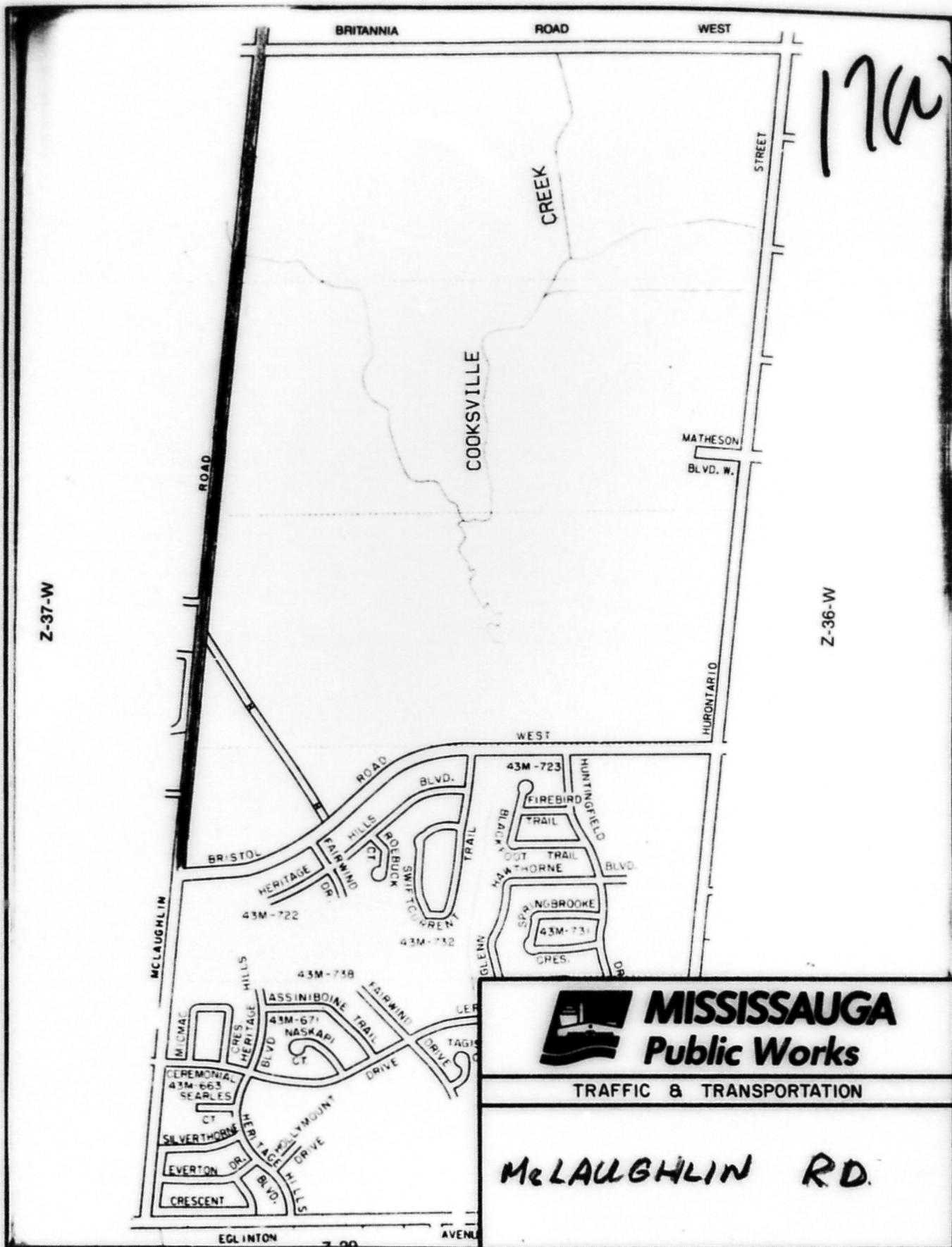


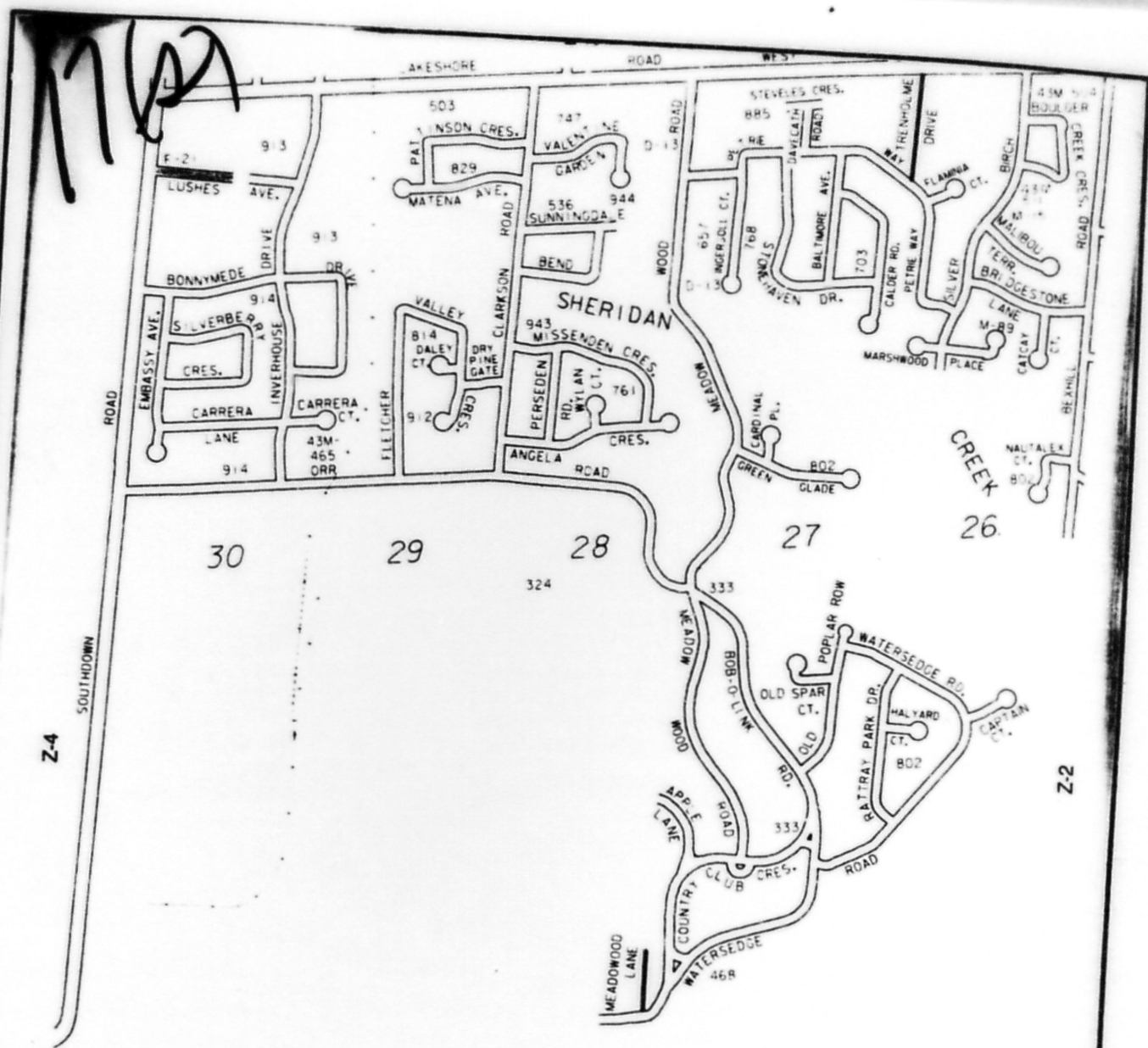
MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

McLAUGHLIN RD.

Z-3





LAKE ONTARIO

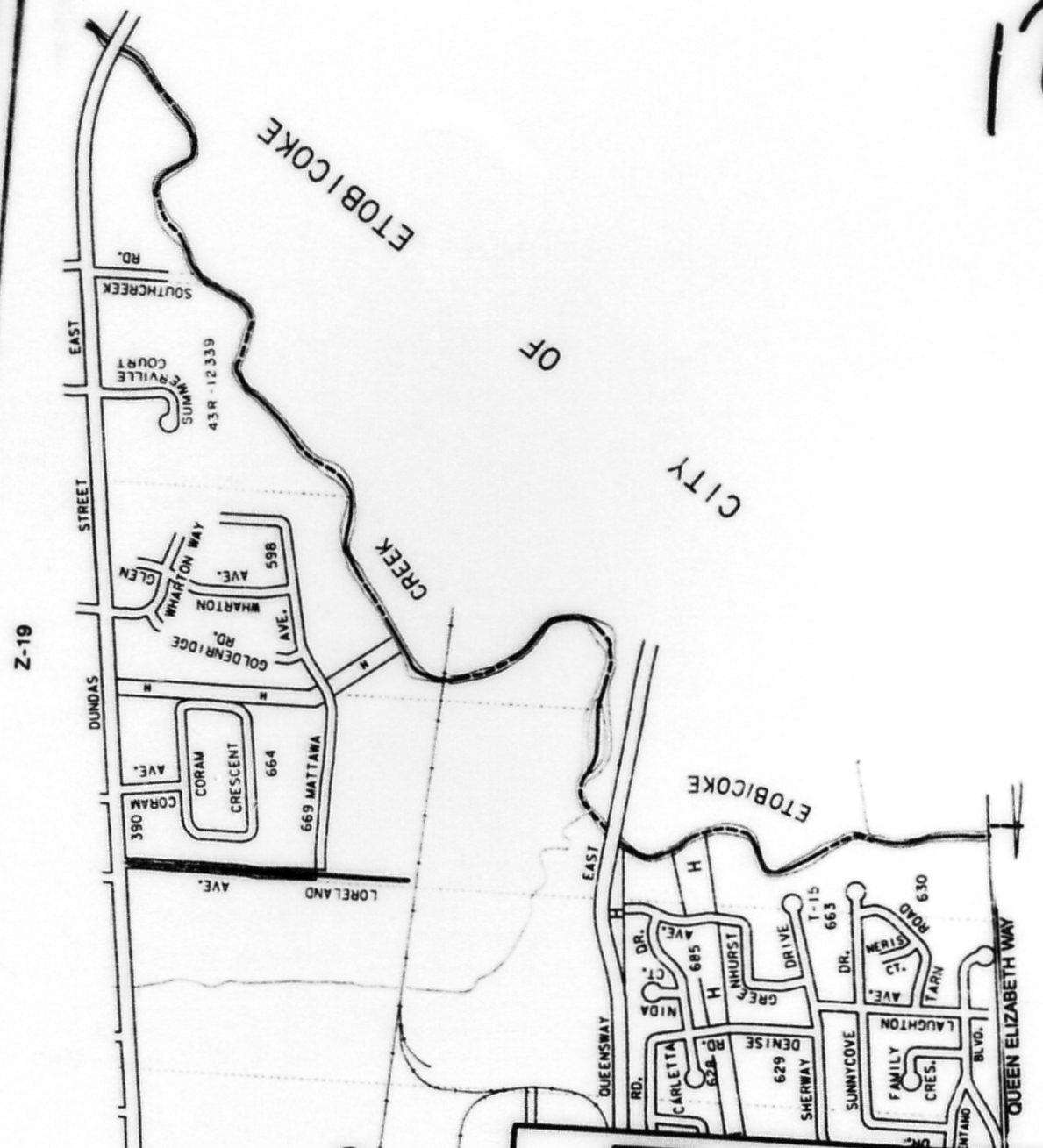


MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

LUSHES AVE.

17th

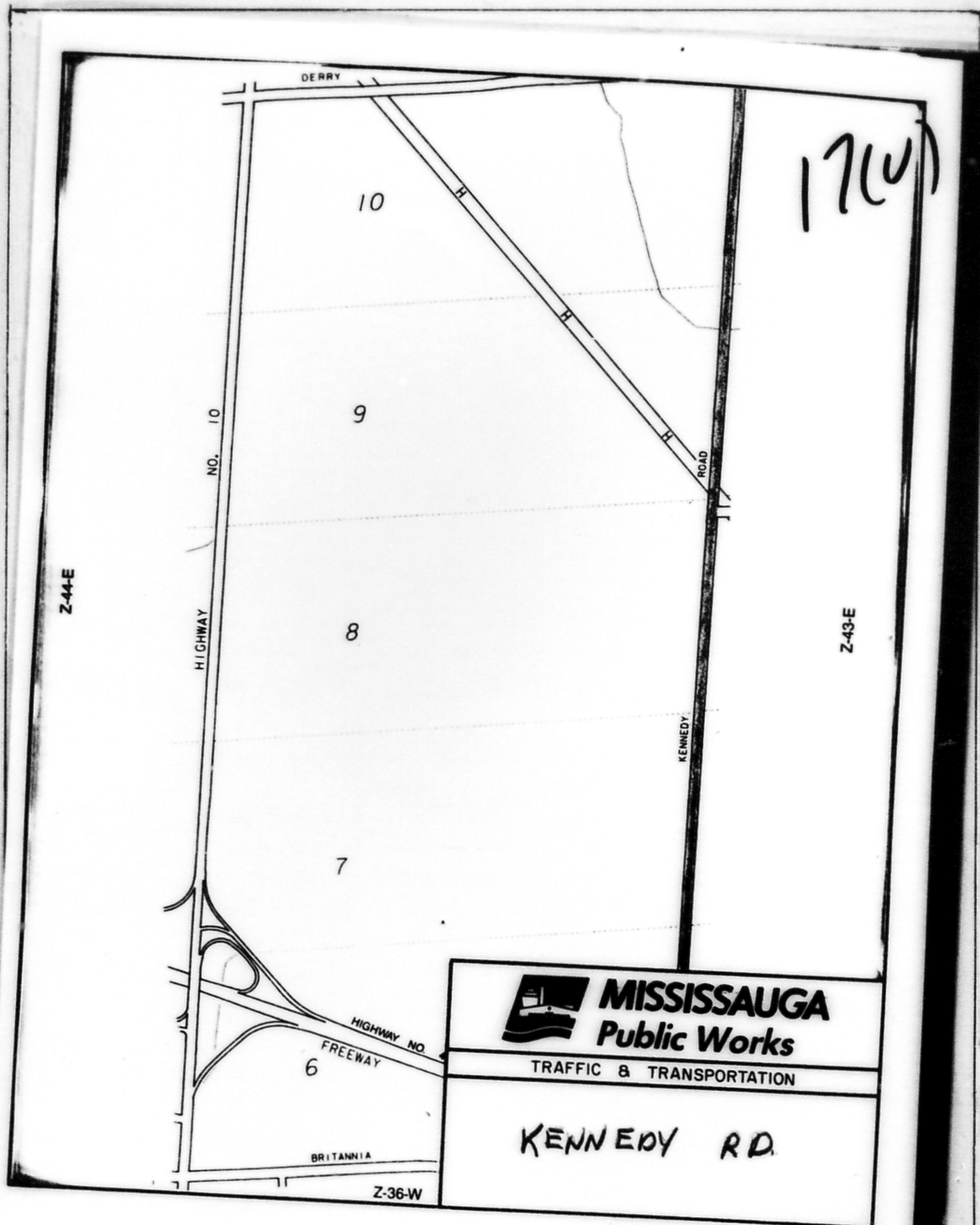


MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

LORELAND AVE.





MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

KENNEDY RD.

176w1

CITY OF BRAMPTON



MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

KENNEDY RD.

BRITANNIA ROAD

WEST 363

43M-458 BELCARO WAY

PAGOSA CT.

HARGOOD CT.

SHANDWICK PL. 43M-445

HARGOOD PL.

SHAW DOWNS

TURNERY

DRIVE 556

ROY DR.

VISTA

DRIVE 556

DE JONG DR.

513 BARENHAM DR.

PHONSE CRES.

SORA DR.

MALDAVER AVE. 591 TURNERY

THOMAS

DR. 542

415

PIONEER RD.

592

BROOKSIDE DRIVE 346

JAMES ST. 2

HENRY ST.

WILLIAM ST.

ONTARIO ST.

W. ST.

CAROLINES ST.

STR-4

QUEEN STREET

ST. PEARL

ST. STR-1

BARRY AVE

PRINCESS ST.

OLD STATION ROAD

ROAD STR-4

43M-784

JOYMAR DR.

JOYMAR DR. 621

BELLVUE ST.

STR-1

TANNERY

EMBY DR.

BROADWAY ST.

JOYMAR BLVD. JOYCELYN DR. 530 916

BONHAM BLVD.

MARZIPAN CT.

BEEJAY CT.

THEODORE DR.

ISHERWOOD CT. 529

DONATA DR.

GAFNEY DR.

MERRYDREW CT.

DR. 542

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PIONEER RD.

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BROOKSIDE DRIVE 346

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HENRY ST.

WILLIAM ST.

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W. ST.

CAROLINES ST.

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BEEJAY CT.

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DONATA DR.

GAFNEY DR.

MERRYDREW CT.

DR. 542

415

PIONEER RD.

592

BROOKSIDE DRIVE 346

JAMES ST. 2

HENRY ST.

WILLIAM ST.

ONTARIO ST.

W. ST.

CAROLINES ST.

STR-4

QUEEN STREET

ST. PEARL

ST. STR-1

BARRY AVE

PRINCESS ST.

OLD STATION ROAD

ROAD STR-4

43M-784

JOYMAR DR.

JOYMAR DR. 621

BELLVUE ST.

STR-1

TANNERY

EMBY DR.

BROADWAY ST.

JOYMAR BLVD. JOYCELYN DR. 530 916

BONHAM BLVD.

MARZIPAN CT.

BEEJAY CT.

THEODORE DR.

ISHERWOOD CT. 529

DONATA DR.

GAFNEY DR.

MERRYDREW CT.

DR. 542

415

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HENRY ST.

WILLIAM ST.

ONTARIO ST.

W. ST.

CAROLINES ST.

STR-4

QUEEN STREET

ST. PEARL

ST. STR-1

BARRY AVE

PRINCESS ST.

OLD STATION ROAD

ROAD STR-4

43M-784

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JOYMAR BLVD. JOYCELYN DR. 530 916

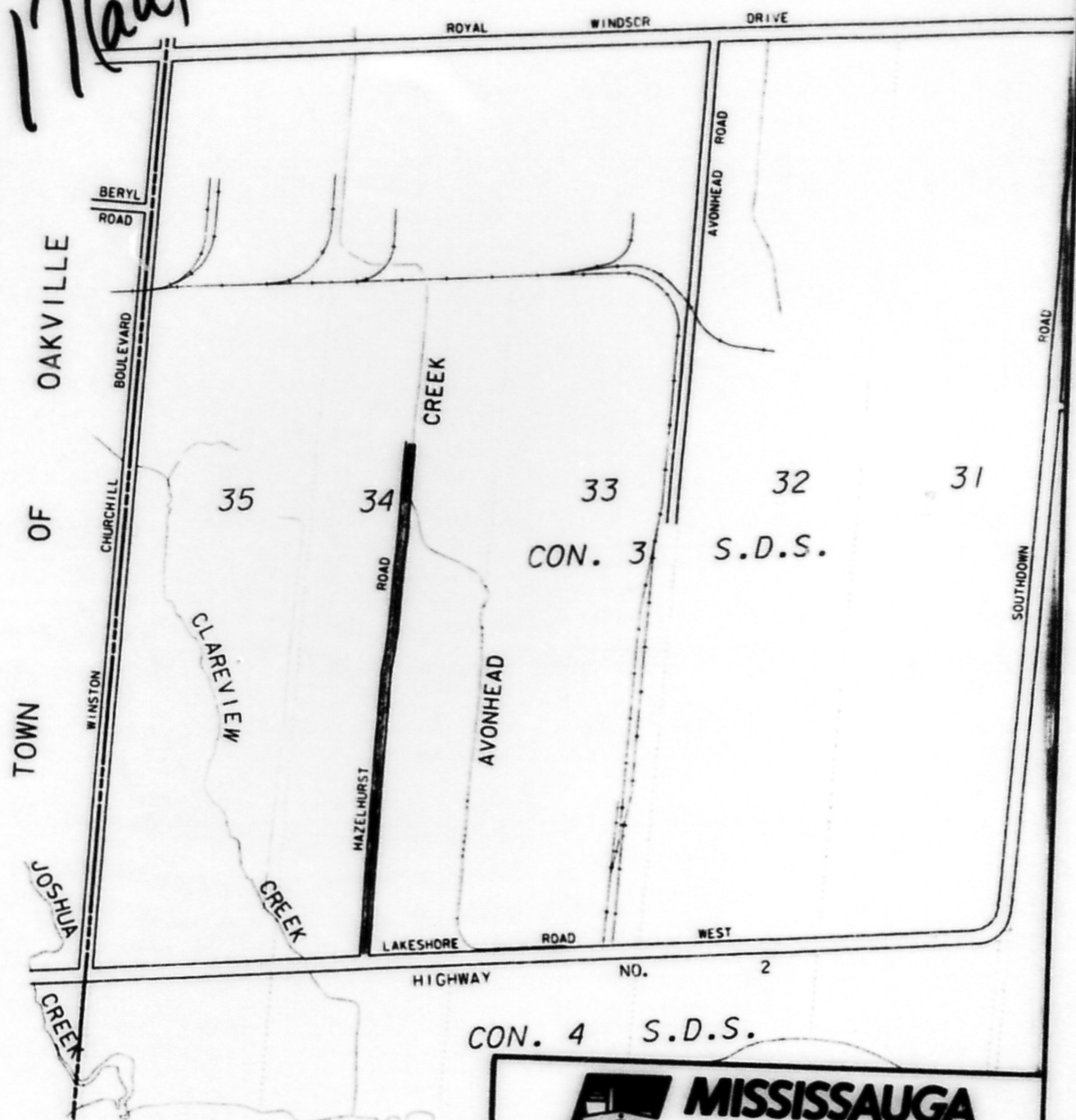
MISSISSAUGA

Public Works

TRAFFIC & TRANSPORTATION

JOYMAR DR.

17(a)



LAKE



MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

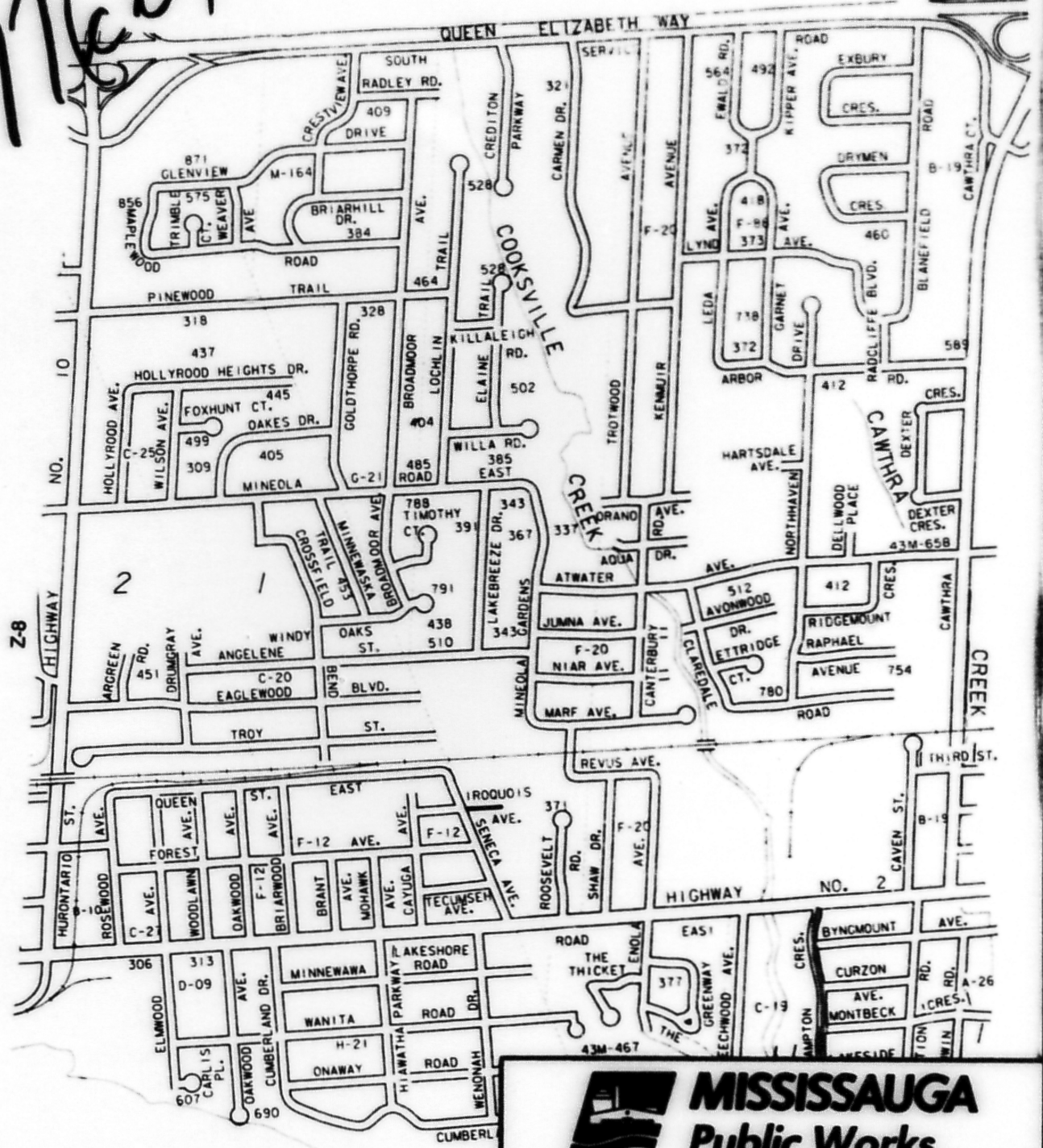
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17 (b)



17607



LAKE ONTARIO



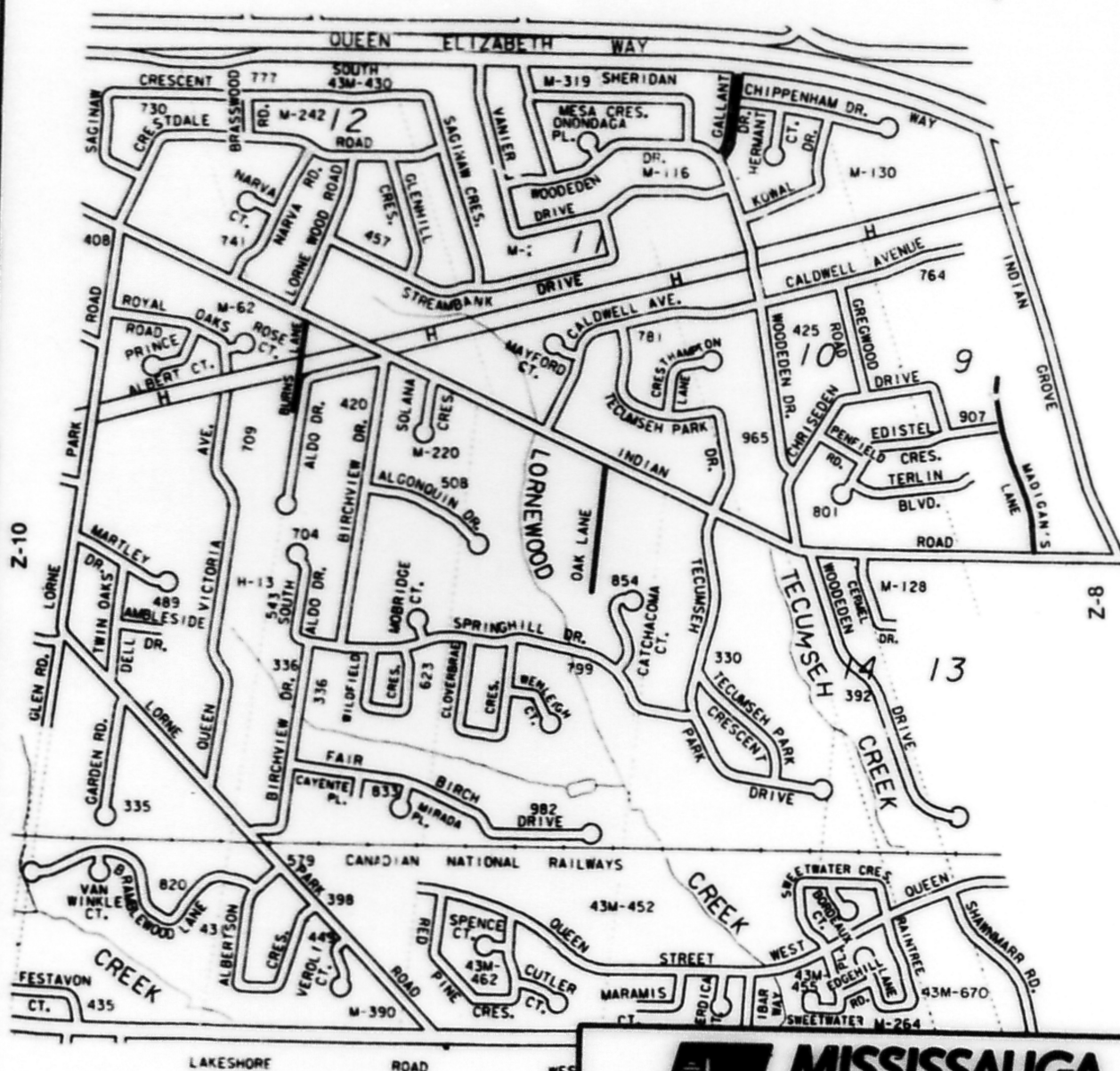
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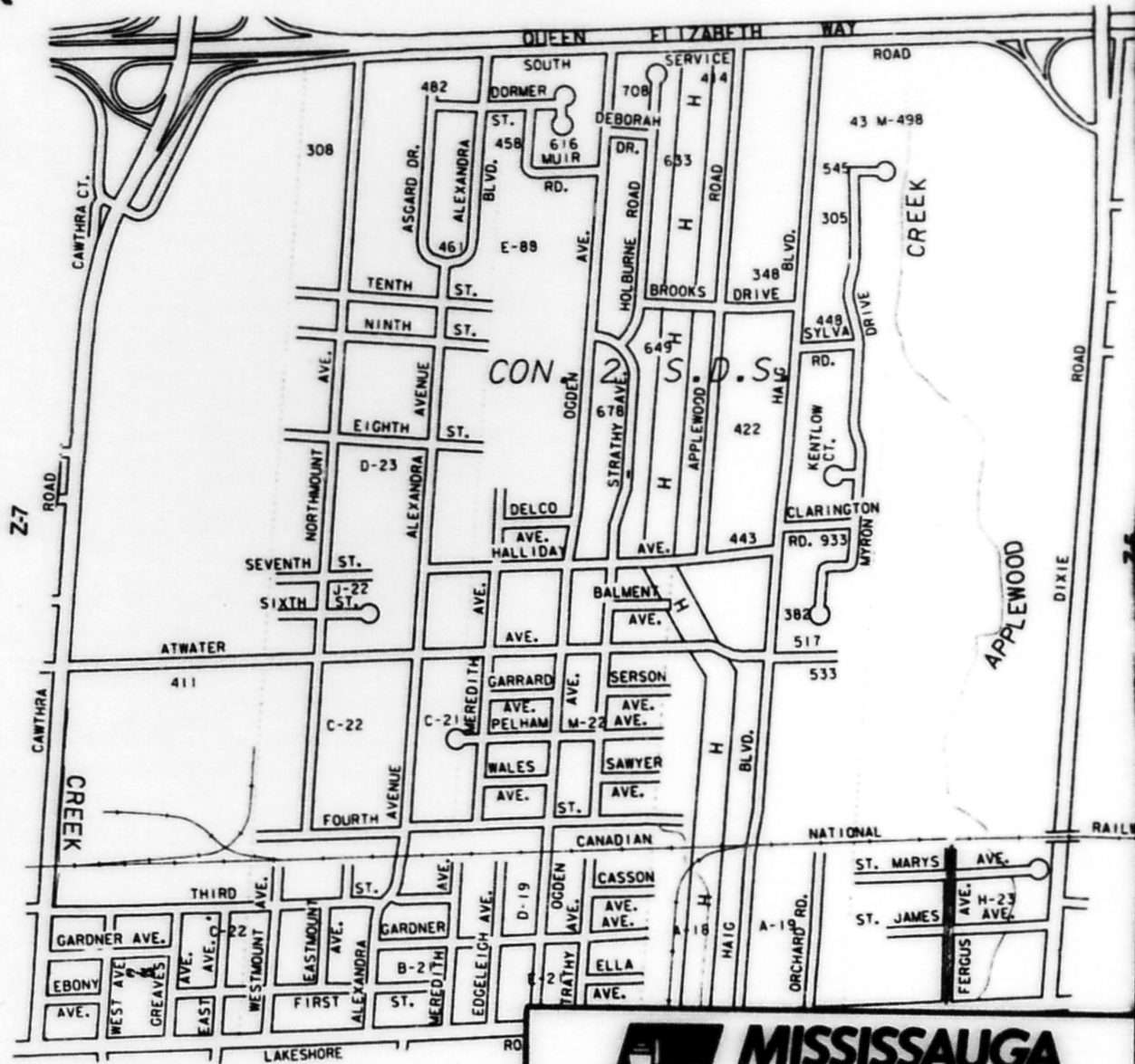
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GALLANT DR.

1762



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Public Works

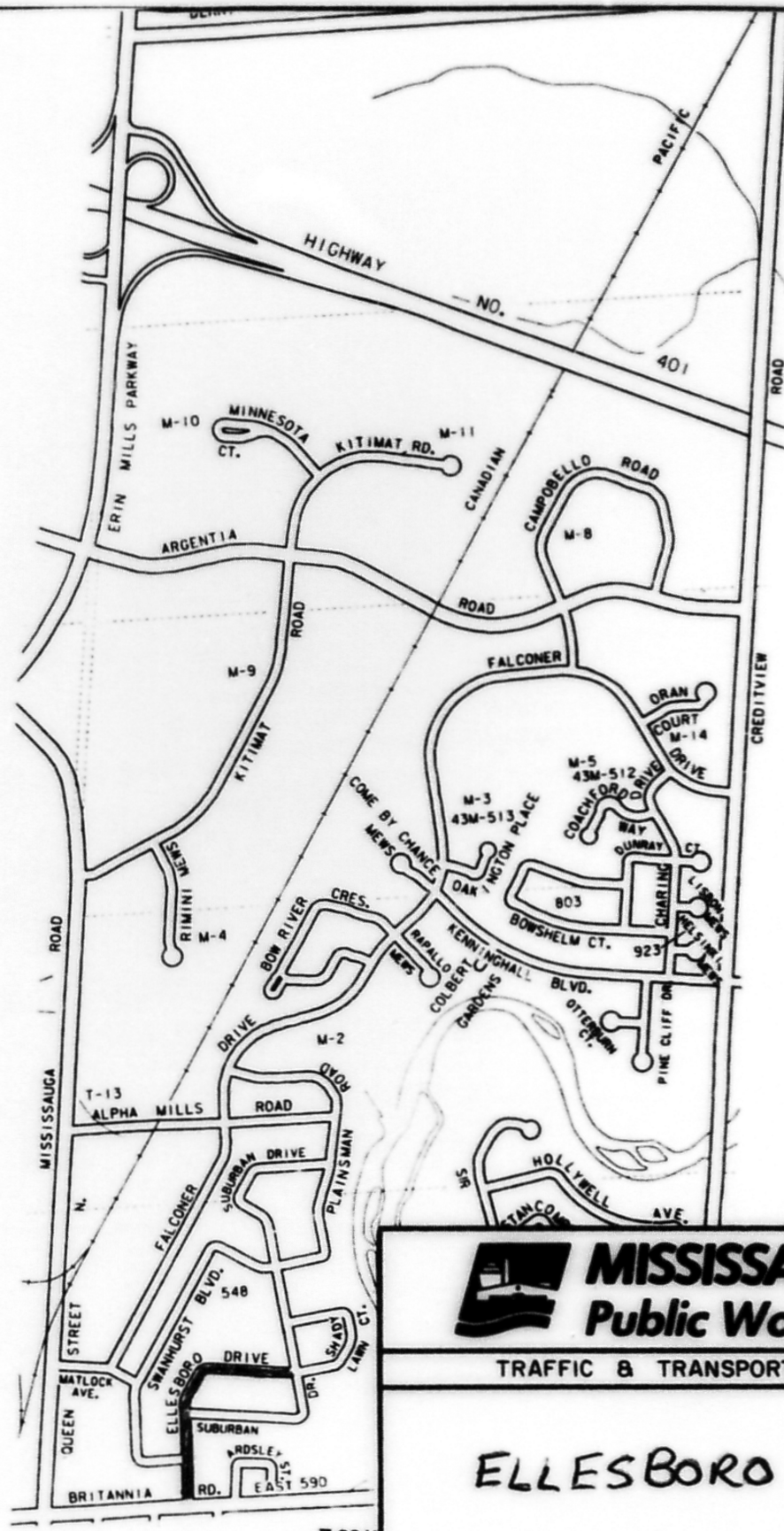
TRAFFIC & TRANSPORTATION

FERGUS AVE.

1744

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 **MISSISSAUGA**
Public Works

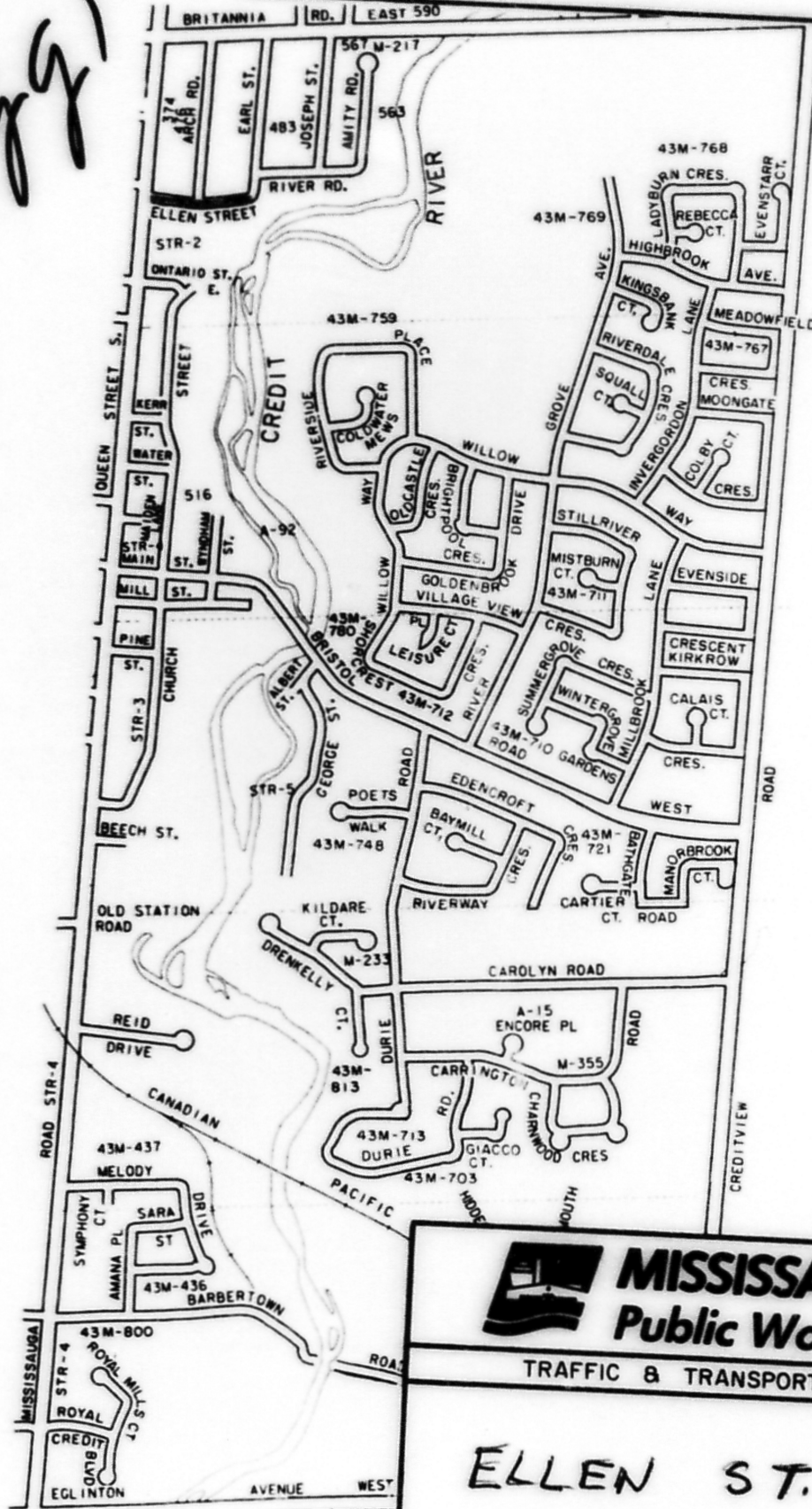
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1788

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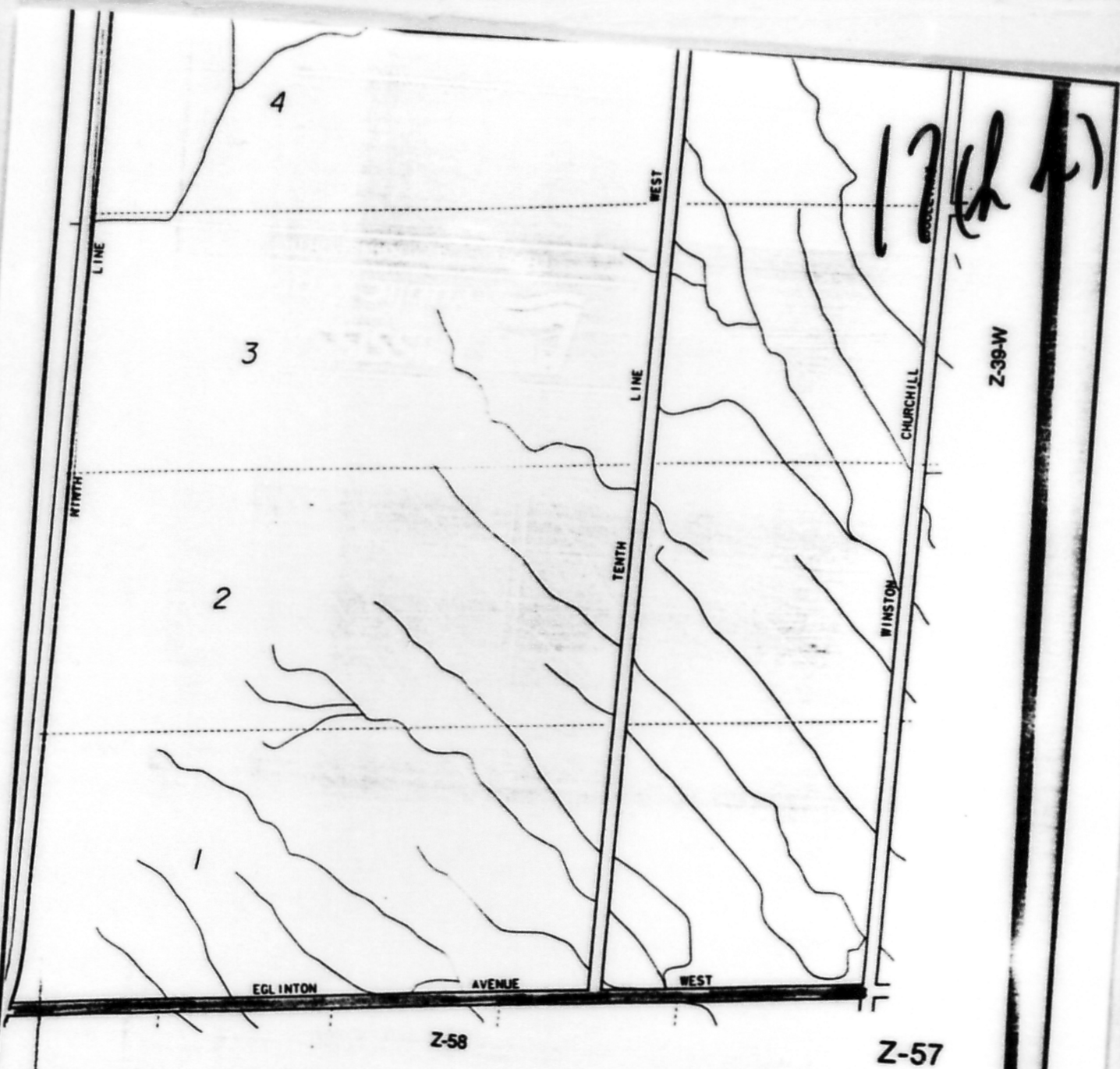
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MISSISSAUGA
Public Works

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ELLEN ST.



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Public Works

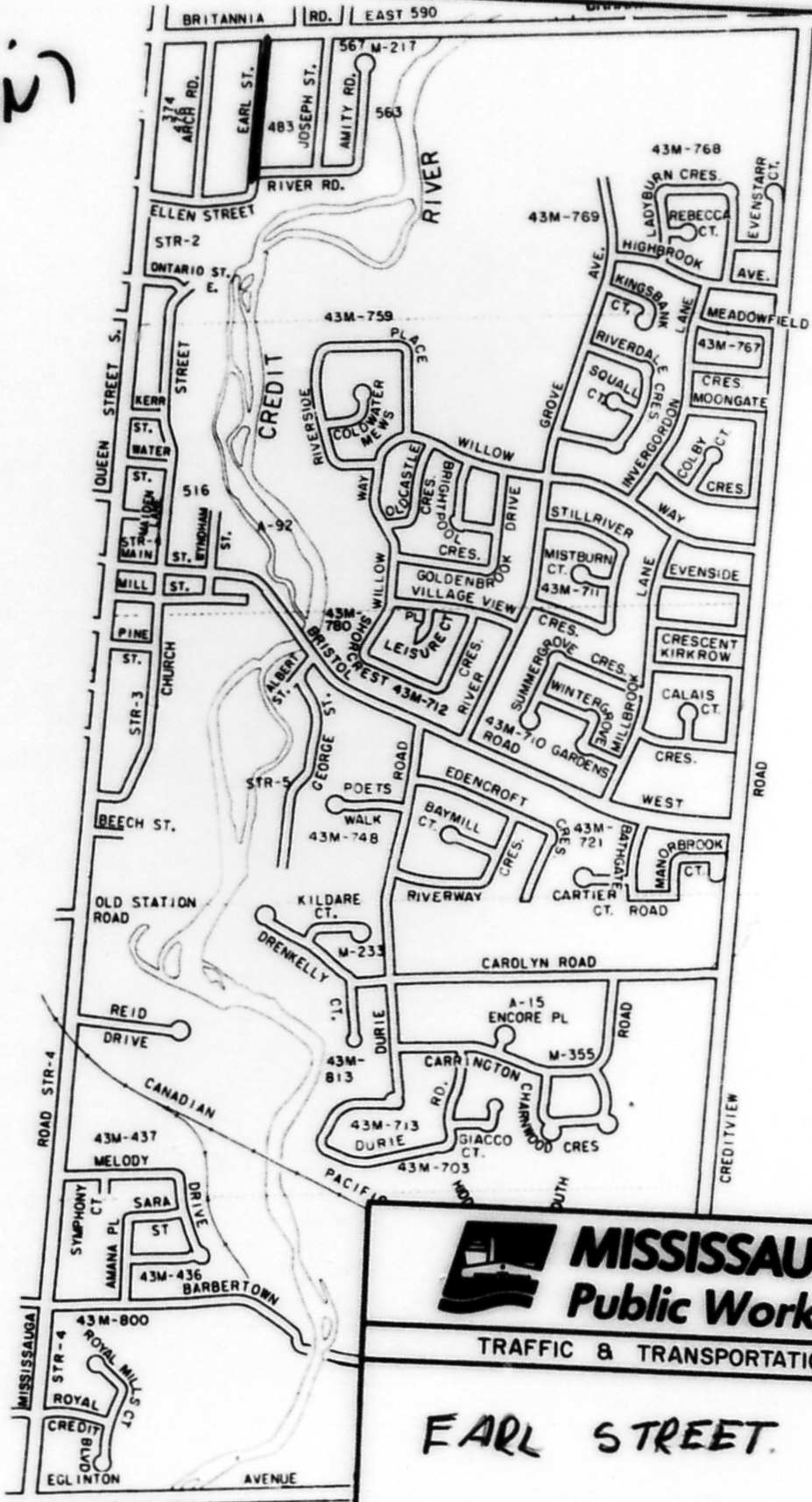
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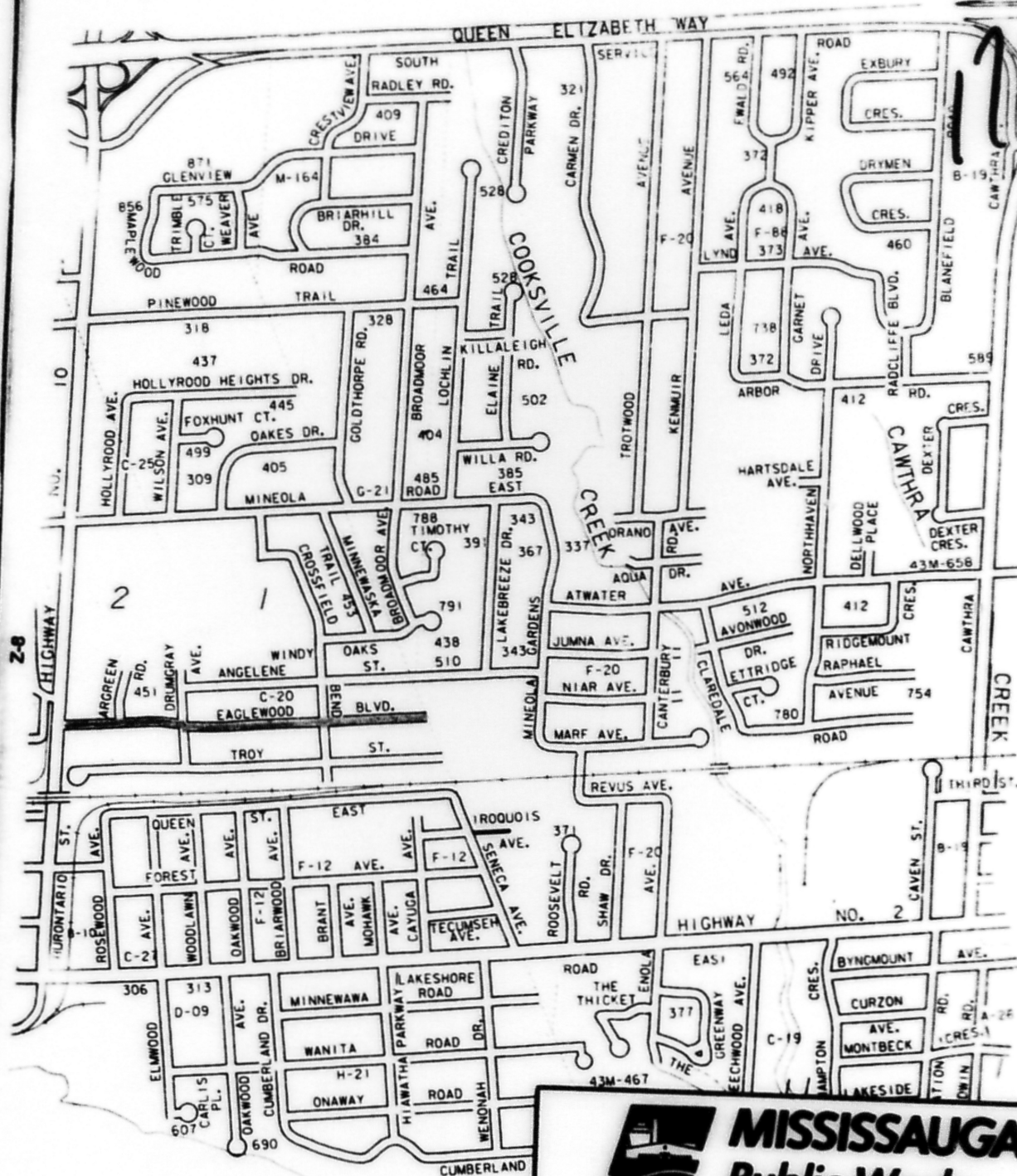
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EARL STREET



LAKE ONTARIO



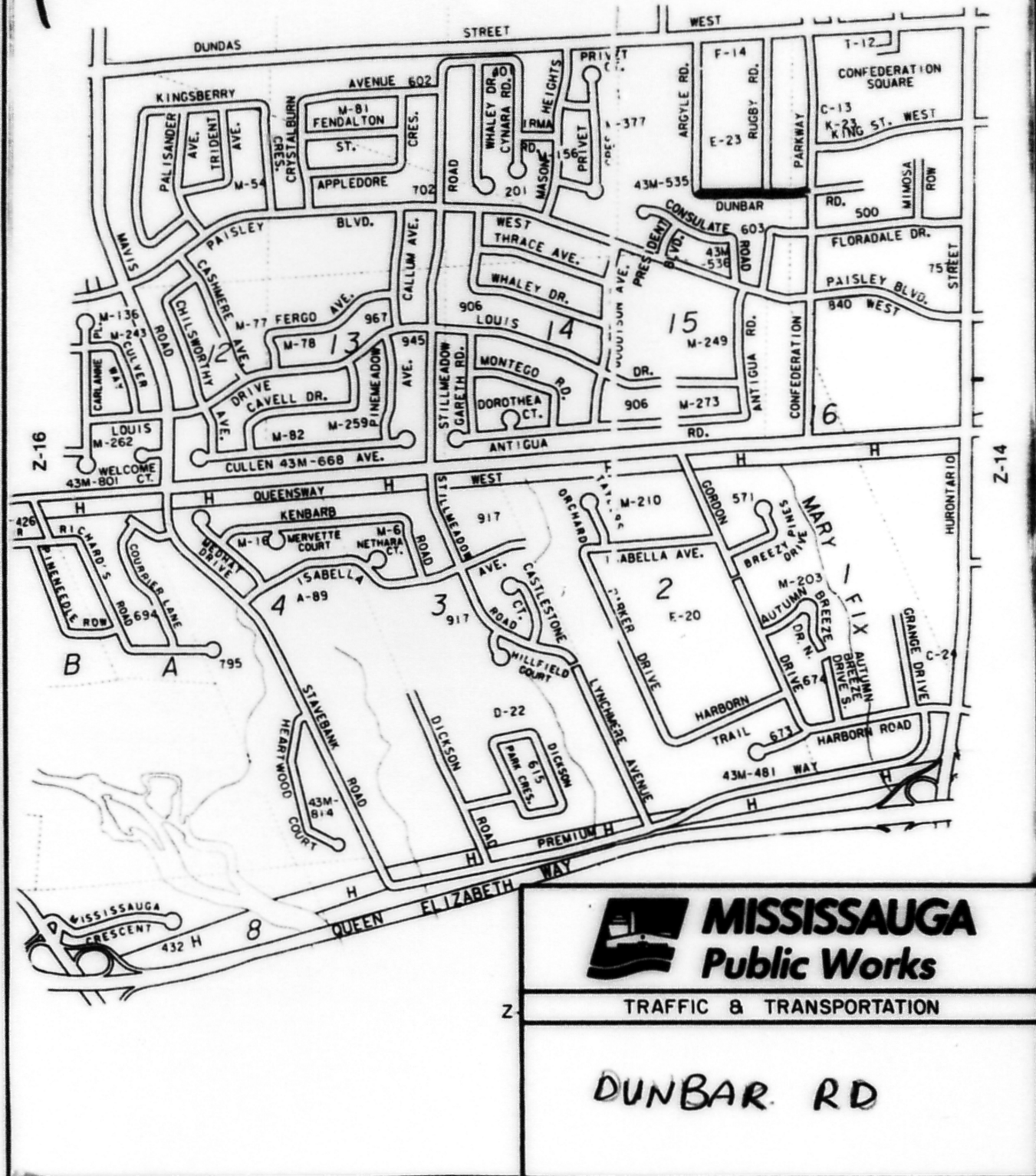
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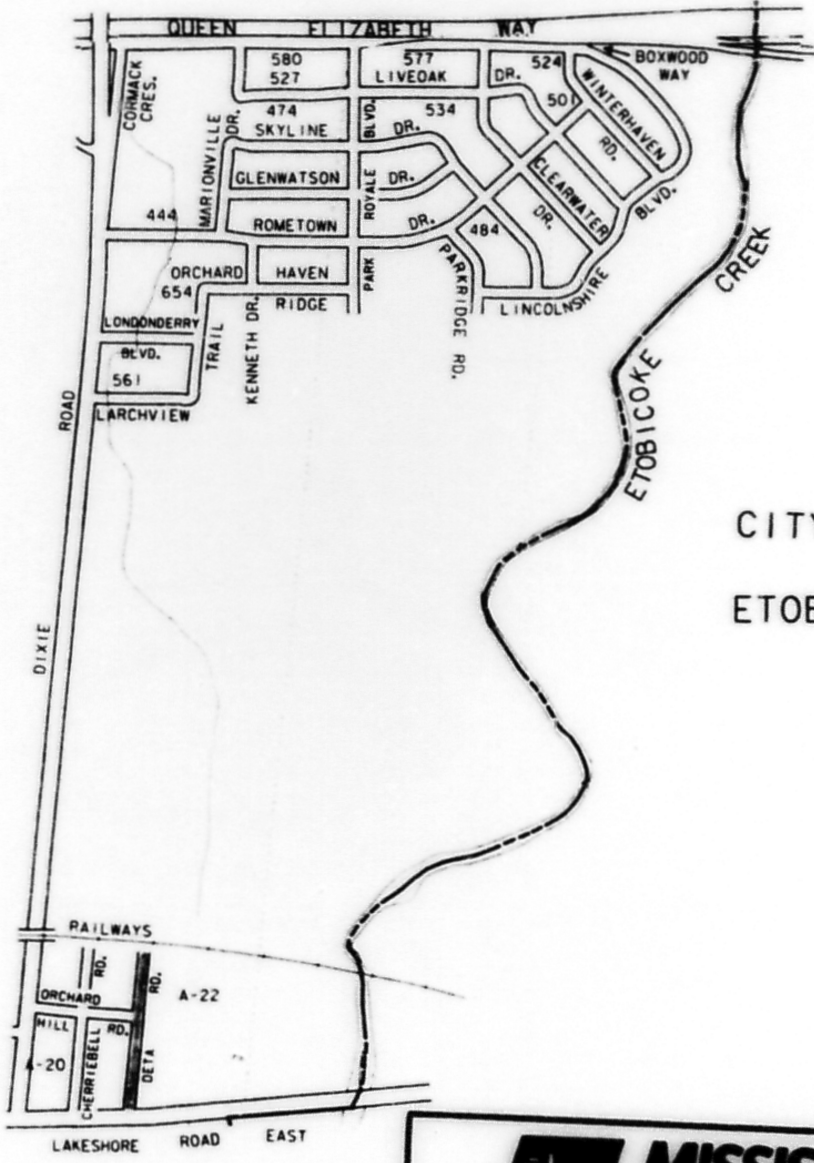
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CITY OF
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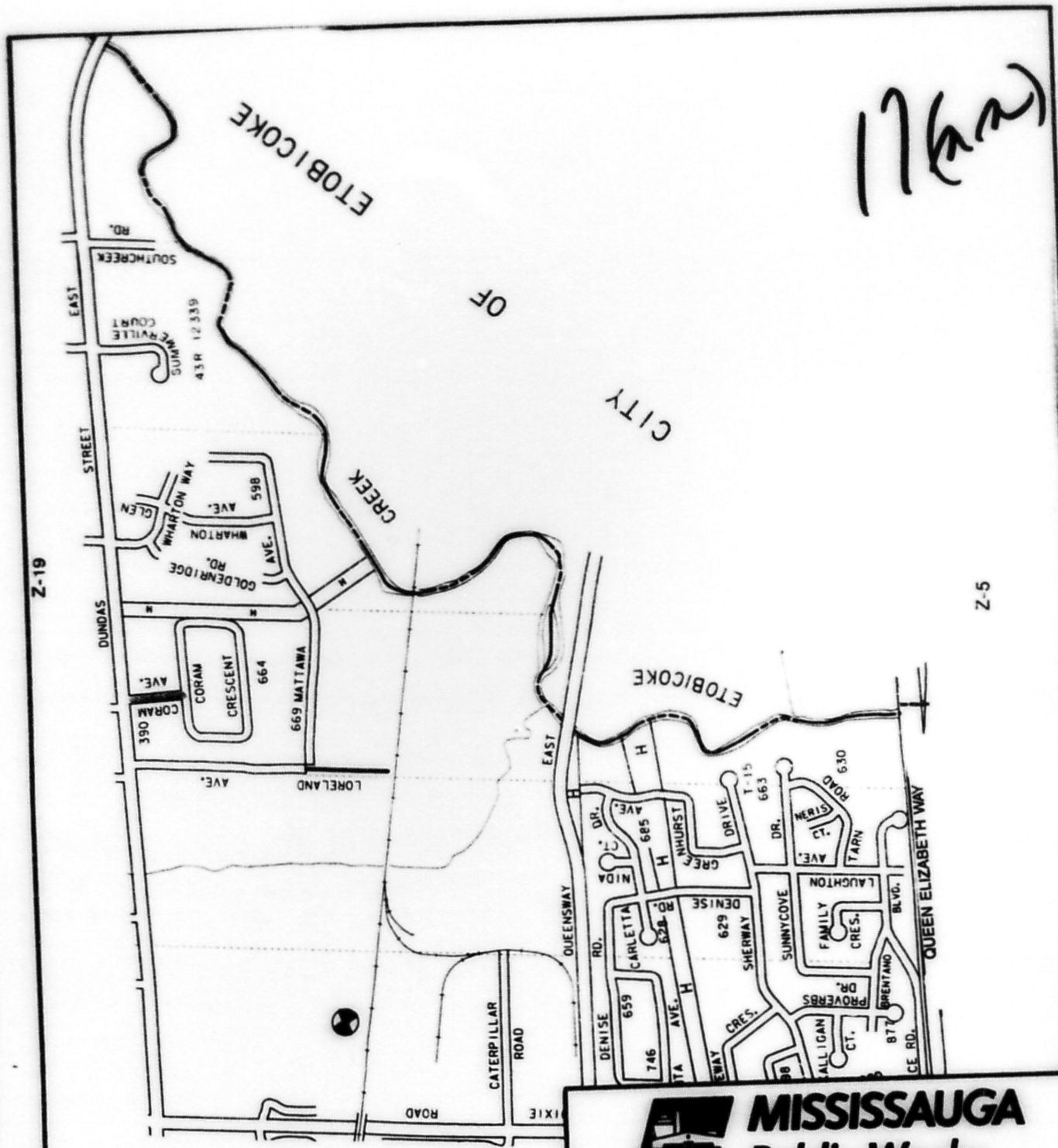
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LAKE ONTARIO

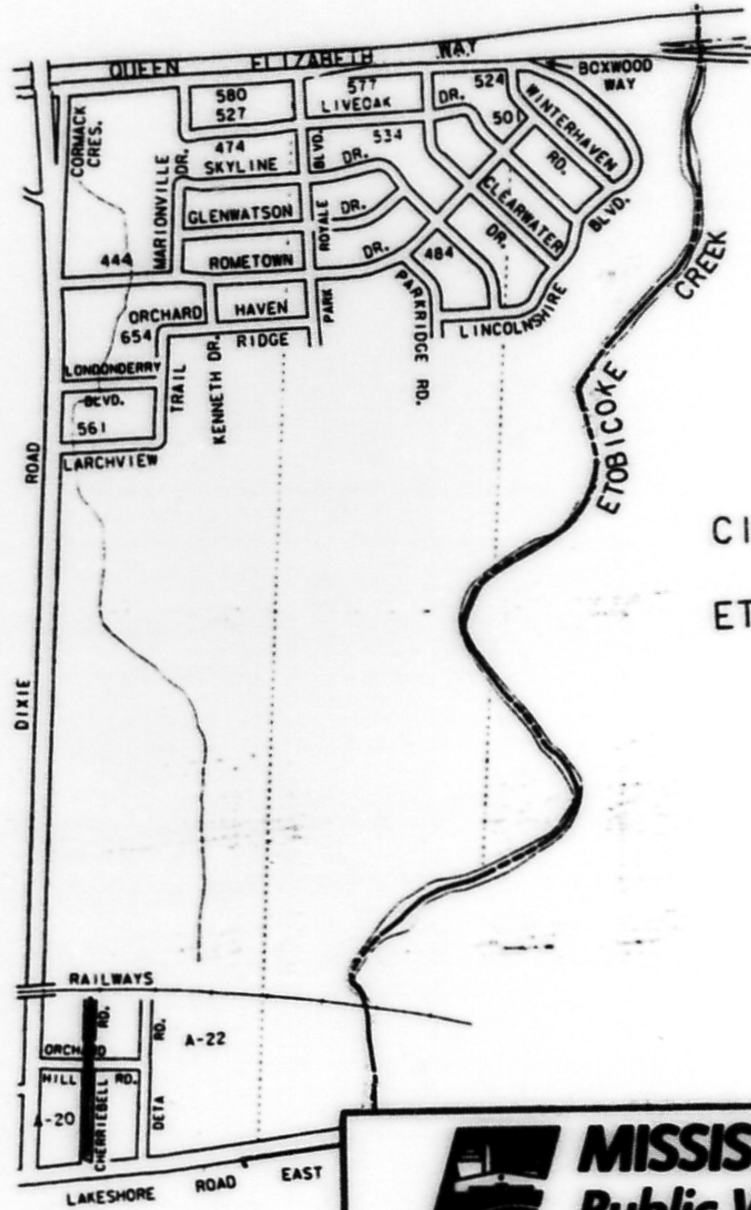


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Public Works

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CLARKSON RD.

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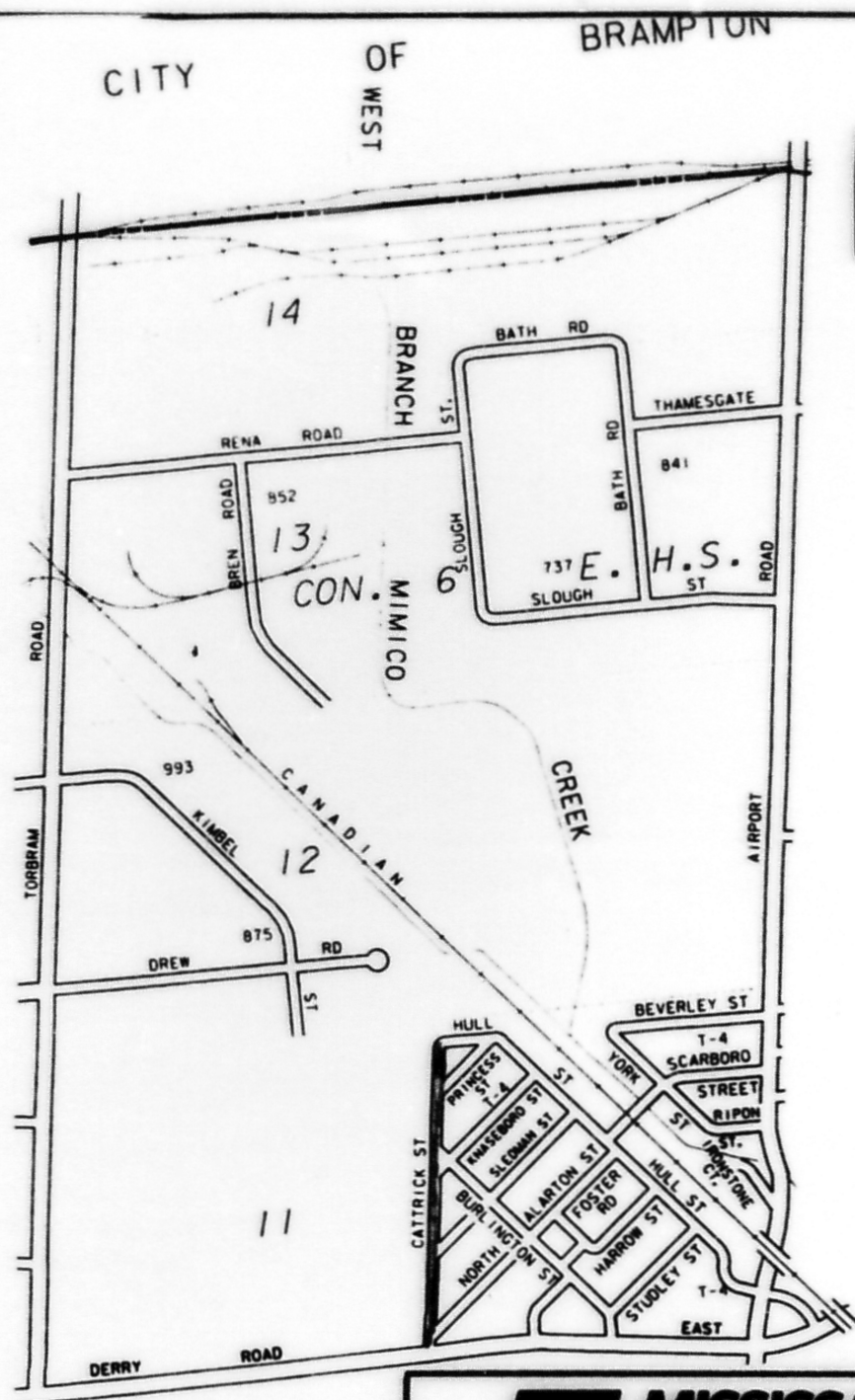
CITY OF
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MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

CHERRIEBELL RD.



MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

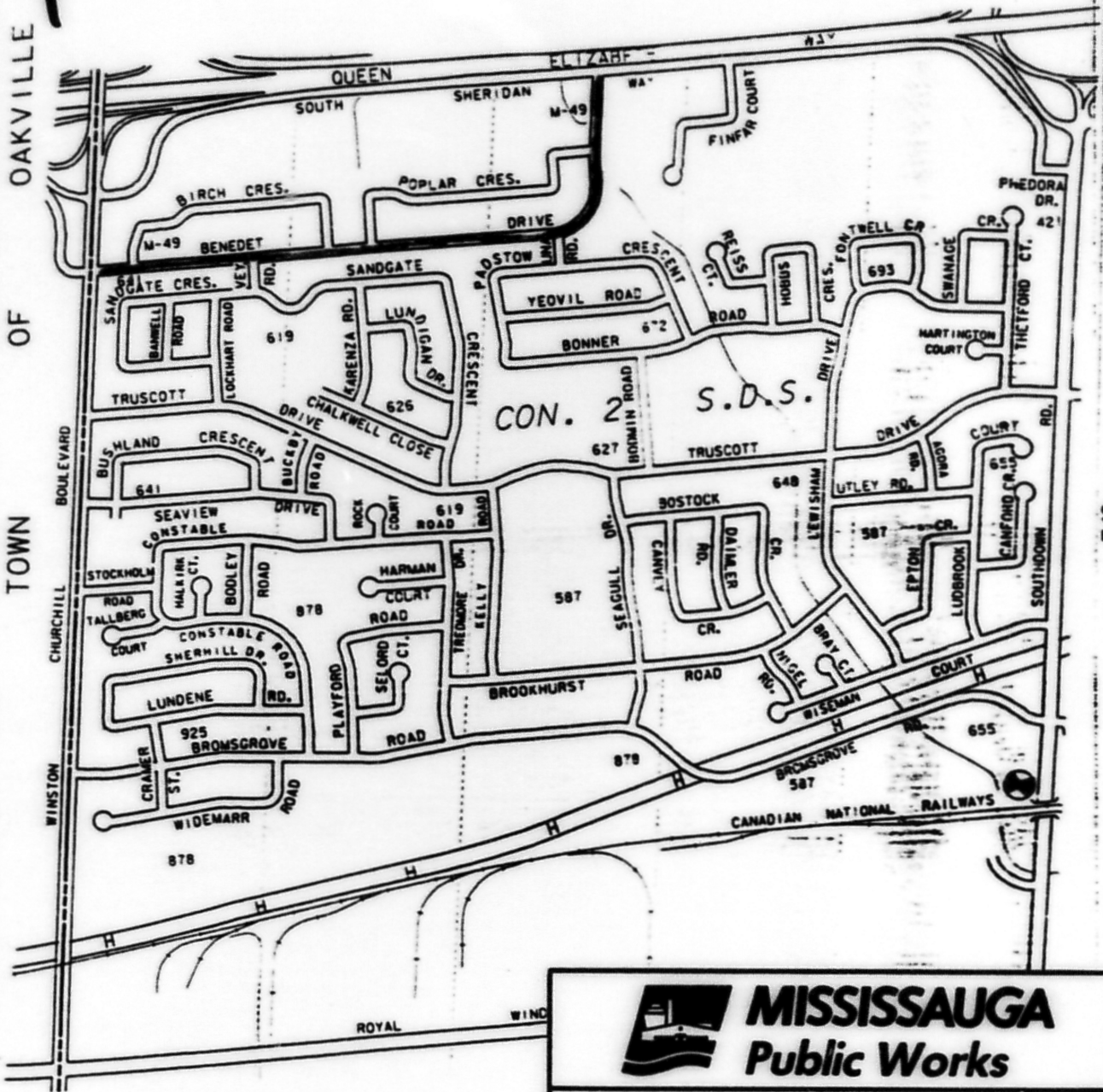
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TOWN OF OAKVILLE



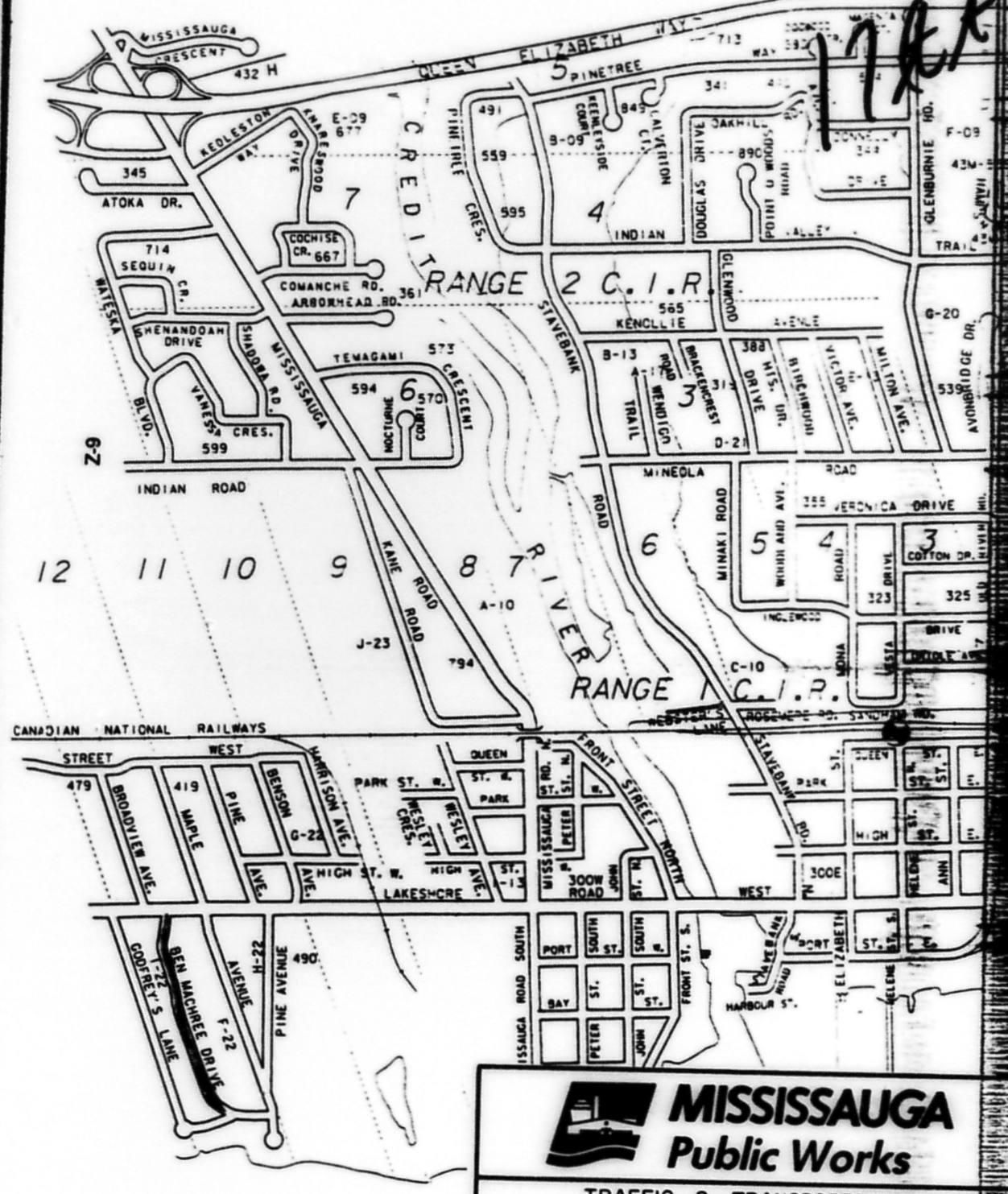
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MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

BENEDET DR.



MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

LAKE ONTARIO

BEN MACHREE DR

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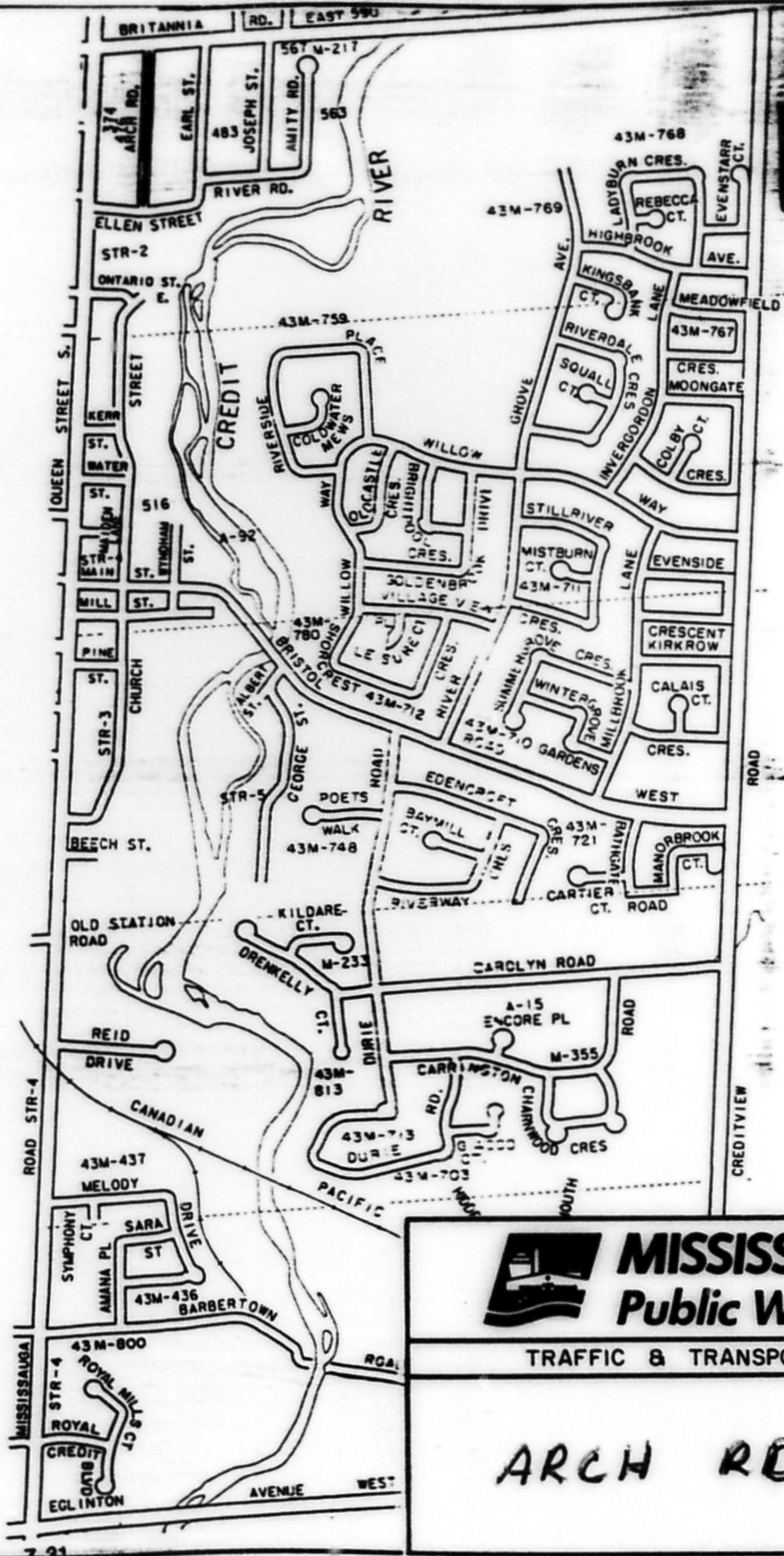
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ARGYLE. RD.

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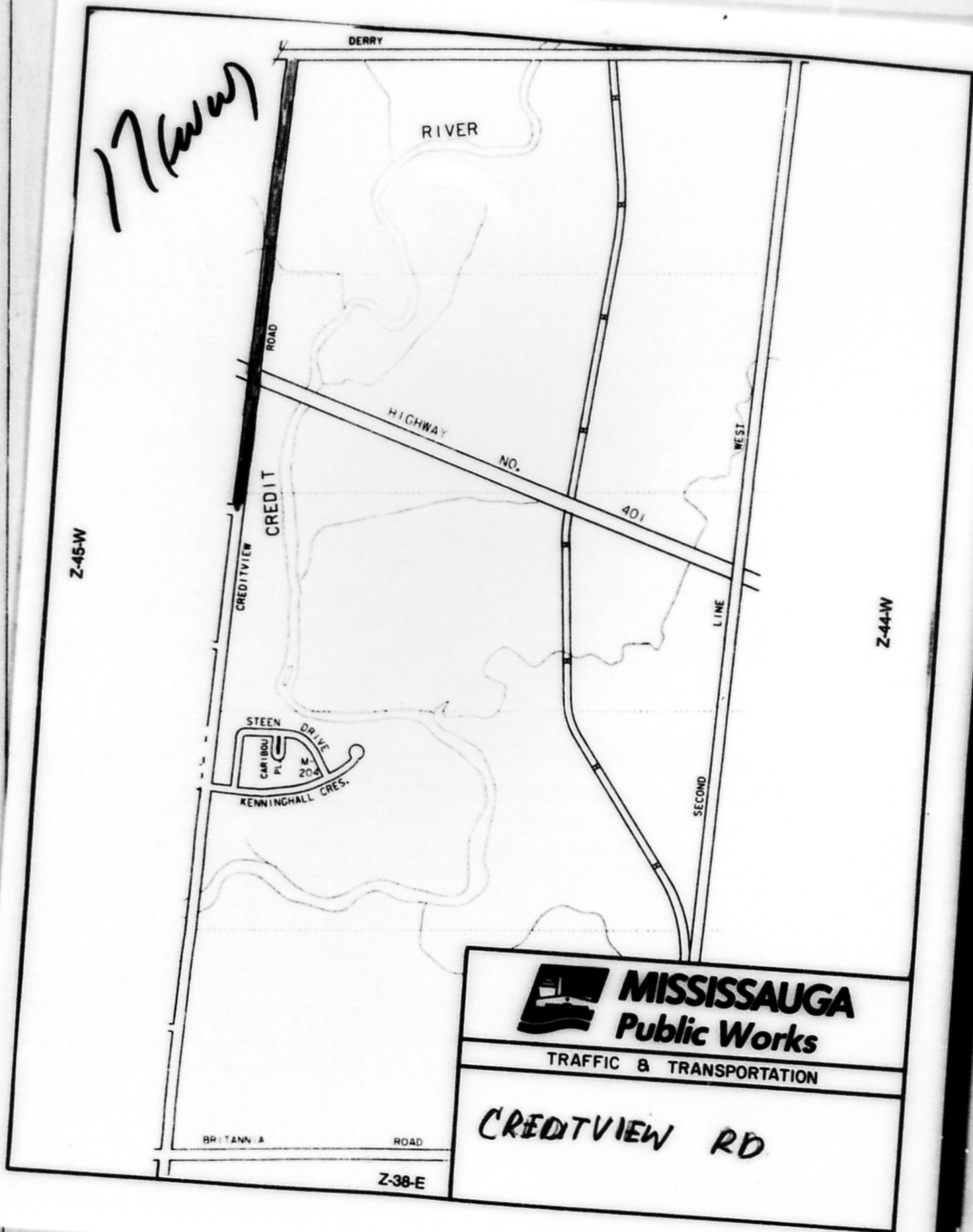


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Public Works

TRAFFIC & TRANSPORTATION

ARCH RD.

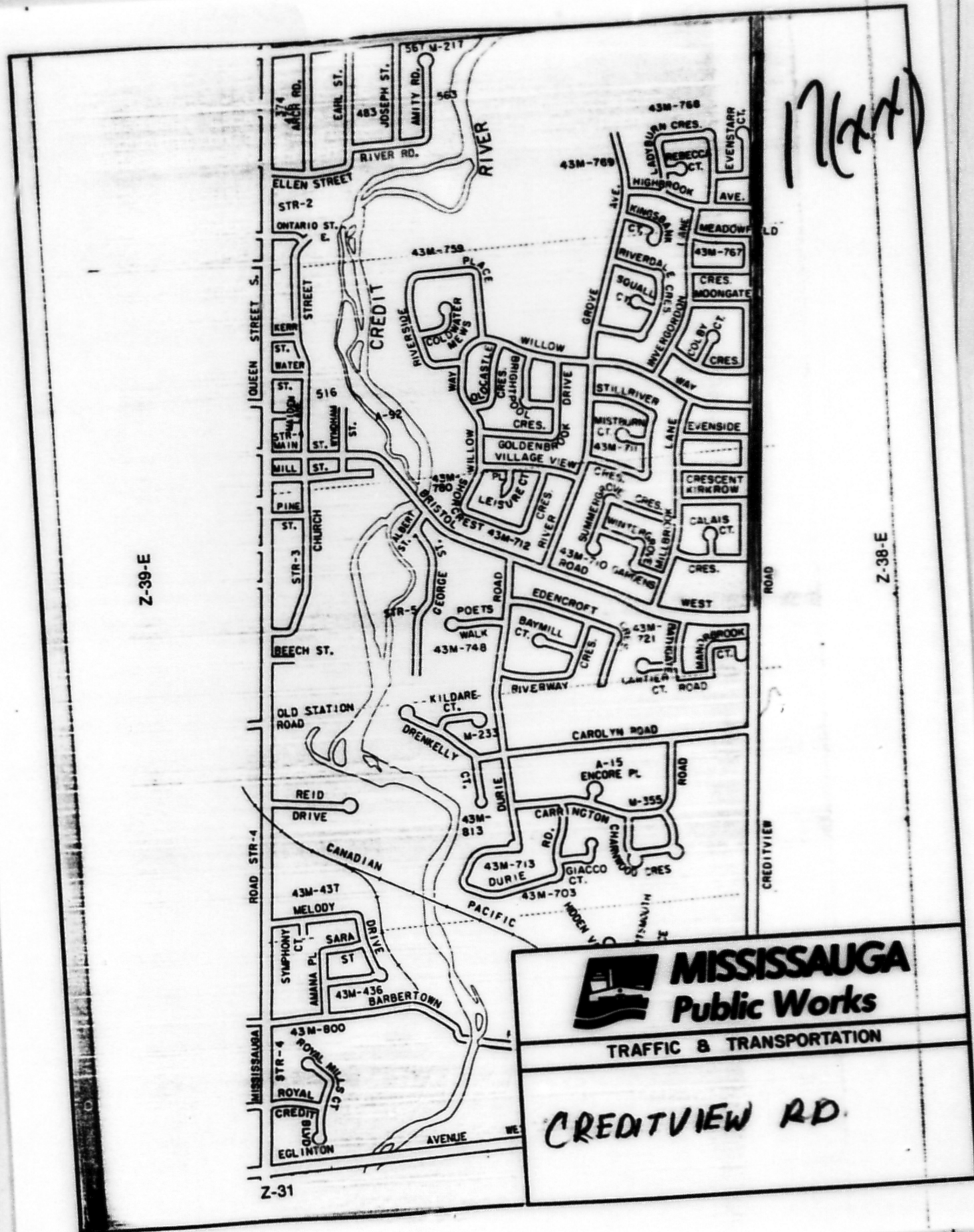
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MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

CREDITVIEW RD



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MISSISSAUGA
Public Works

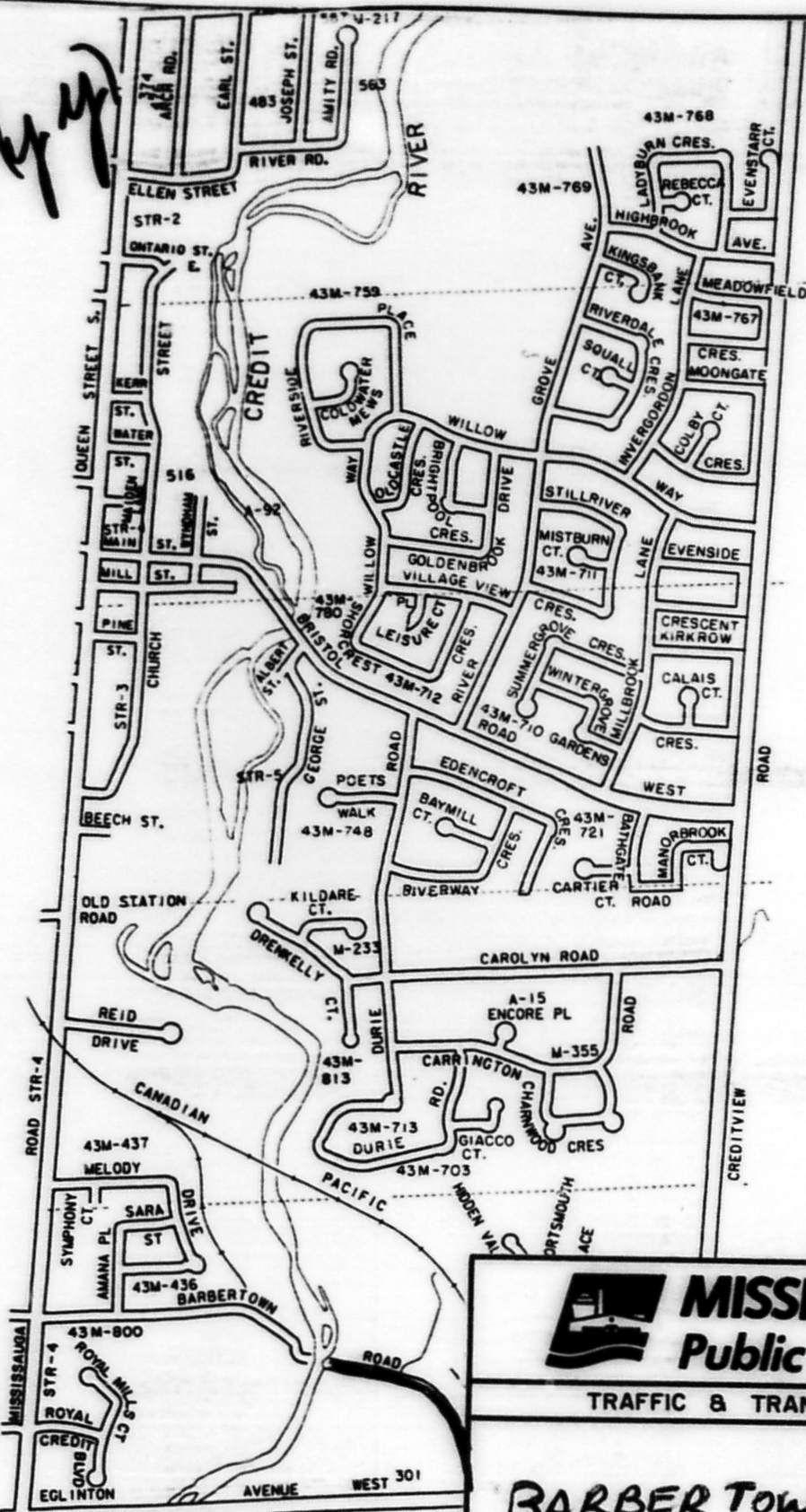
TRAFFIC & TRANSPORTATION

CREDITVIEW RD.

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MISSISSAUGA
Public Works

TRAFFIC & TRANSPORTATION

BARBERTOWN RD.



Corporate Report

OPERATIONS/WORKS

FEB 21 1989

OPERATIONS/WORKS

FEB 1 1989

Received by JAN 24 1989
Clerk's Dept.

Clerk's File F.06.04.02

Originator's Files
11 141 00045
11 161 00011
13 211 00019

DATE:

January 6, 1989.

TO:

Chairman and Members of the Operations and Works Committee.

FROM:

William P. Taylor, P.Eng., Public Works Department.

SUBJECT:

Request to Prohibit Parking in front of Walkways - Ponytrail Drive.

ORIGIN:

Denine Harvey, Coordinator, Russet Homes Cooperative Corporation, 3360 Ponytrail Drive (624-8757).

COMMENTS:

Staff from the Public Works Department met with Ms. Harvey with respect to parked vehicles on Ponytrail Drive obstructing garbage pick-up at the Russet Homes Cooperative. The waste collectors are currently experiencing problems accessing the refuse when vehicles are parked in front of the walkways from this company. It was concluded that three of the walkways require a clear access to Ponytrail Drive in order that they may be used as pick-up points for waste.

The waste collectors require that a minimum of about 4 metres of free space between vehicles be available at the pick-up areas. This would mean a loss of approximately three parking spaces on Ponytrail Drive. The reduction in parking spaces should not significantly affect the parking situation for the tenants.

CONCLUSION:

The Public Works Department was requested by Denine Harvey, Coordinator of Russet Homes Cooperative Corporation, to prohibit parking in front of the three walkways used to pick up the residents waste.

The Public Works Department has no objection to prohibiting parking on Ponytrail Drive for 4 metres in front of the three walkways.

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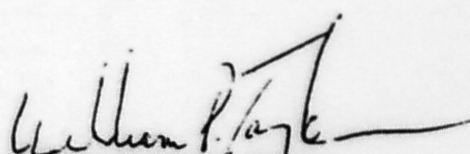
January 5, 1989.

18(a)

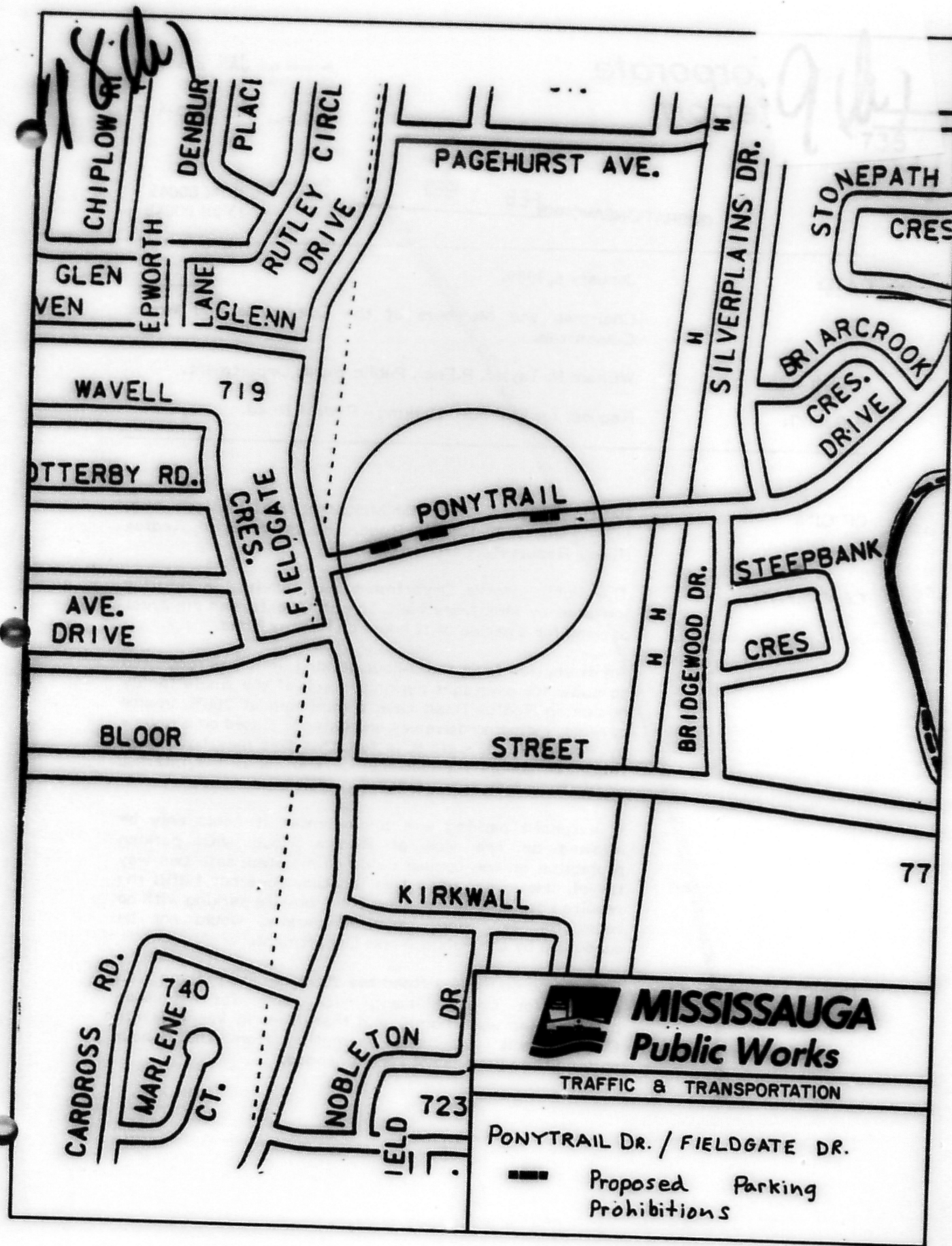
ENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement a 'No Parking Anytime' prohibition on the north side of Ponytrail Drive, as follows:

- (i) from a point 38 metres east of Fieldgate Drive to a point 4 metres easterly thereof;
- (ii) from a point 98 metres east of Fieldgate Drive to a point 4 metres easterly thereof;
- (iii) from a point 184 metres east of Fieldgate Drive to a point 4 metres easterly thereof.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

RG/deb
0594E





Received by FEB 14 1989
Clerk's Dept.

Clerk's Files F.06.02.01

19

FEB 21 1989

OPERATIONS/WORKS

Originator's
Files

11 141 00045
11 161 00011
13 211 00208

DATE: February 2, 1989
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P.Eng., Public Works Department.
SUBJECT: 1988 - Traffic Signal Installation Program

ORIGIN: Public Works Department

COMMENTS: This information report identifies the locations newly signalized in 1988. The program included City of Mississauga funded installations that were subsidizable by the Ministry of Transportation Ontario (M.T.O.) and installations totally funded by developer contributions.

The following intersections were signalized in 1988, funded by the City of Mississauga and subsidized by the Ministry of Transportation Ontario:

1. Fieldgate Drive and Bough Beeches Boulevard
2. Glen Erin Drive and Council Ring Road
3. Winston Churchill Boulevard and Tours Road
4. Britannia Road and Kennedy Road/Coopers Avenue
5. Tomken Road and Willowbank Trail

The following intersections were signalized in 1988 and funded by developer contributions:

1. Dundas Street and Ridgeway Drive
2. Burnhamthorpe Road and Loyalist Drive
3. Rathburn Road and Duke of York Boulevard
4. Central Parkway and Confederation Parkway
5. Rathburn Road and Elora Drive
6. Hurontario Street and Milverton/Watline Avenue
7. Confederation Parkway and Fairview Road

14(a)

Chairman and Members of the
Operations and Works Committee

- 2 -

February 2, 1989

COMMENTS:
(cont.)

The following intersections were signalized in 1988
and funded as part of the road reconstruction projects:

1. Eglinton Avenue and Second Line West
2. Burnhamthorpe Road and Duke of York Boulevard

The signals were removed at the following intersection in 1988
as a result of a road closure.

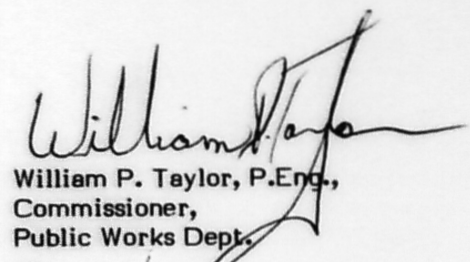
1. Burnhamthorpe Road and Palgrave Road (Square One
Access).

CONCLUSION:

There were fourteen (14) intersections under the jurisdiction of
the City of Mississauga that were newly signalized in 1988.

RECOMMENDATION:

That the report dated February 2, 1989, from W. P. Taylor,
Commissioner of the Public Works Department listing the
intersections that were newly signalized in 1988, be received
for information.


William P. Taylor, P.Eng.,
Commissioner,
Public Works Dept.

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Corporate Report

Received by FEB 14 1989
Clerk's Dept.

Clerk's Files F.05.03.01

20

FEB 21 1989

OPERATIONS/WORKS

Originator's F.05.03.01
Files 12 111 00015

DATE: January 30, 1989
TO: CHAIRMAN AND MEMBERS OF OPERATIONS AND
WORKS COMMITTEE.
FROM: W. P. Taylor, P. Eng., Commissioner, Public Works Department
SUBJECT: Request for Improved Snow Removal on Yuma Court (Malton).

ORIGIN: Report Request No. 16-89.

BACKGROUND: Yuma Court Residents Petition for Improved Winter
Maintenance on Yuma Court.

COMMENTS: Yuma Court is a short street which serves nine (9) separate
dwellings. As such, it does not form part of the Priority
Route System and qualifies for Level III Service.

Level III Service dictates, that after all major arterial
and collector routes are completed, only then will
secondary streets such as Yuma Court be cleared as required
by ploughing, salting and/or sanding to maintain access and
safety. The intent is to make those streets passable within
twenty-four (24) hours of a completion of a storm (weather
permitting), not to provide bare-pavement service.

If snow starts to accumulate, only then do removal crews
move in. Again, schools, business areas and parking lots
are attended to first before moving onto culs-de-sac such
as Yuma Court.

To date, snow removal has not been required on any City
street during the 1988-89 season. Our records indicate that
Yuma Court has consistently received the prescribed level
of winter control this season as in previous years.

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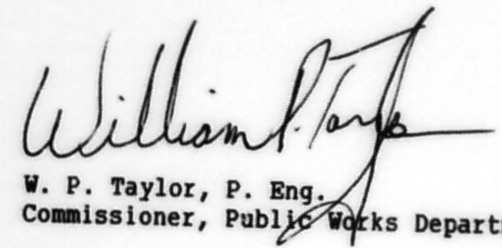
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Page -2-
Chairman & Members of Operations
& Works Committee.

CONCLUSION: The current level of winter control service for Yuma Court
is appropriate.

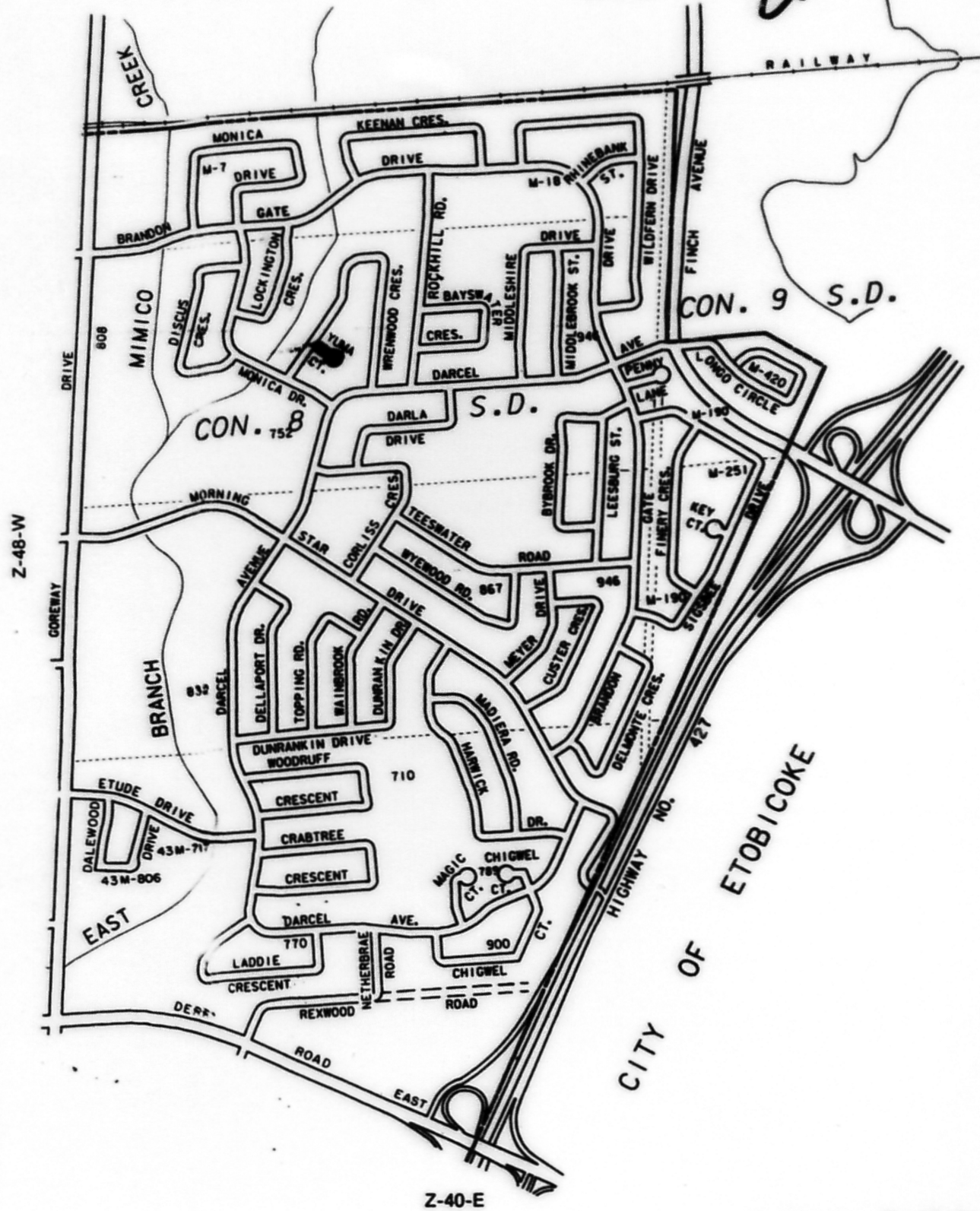
RECOMMENDATION: That the level of service for winter control on Yuma Court
remain at Level III.


JFB:AMED:db
c.c. B. Bell


W. P. Taylor, P. Eng.
Commissioner, Public Works Department

CITY OF BRAMPTON

20 (h)



Z-47 & Z-48-E

21 **Corporate
Report**

Received by
Clerk's Dept.

Clerk's Files

FEB 21 1989

Originator's
Files

11 141 00010
11 161 00011
13 211 00028

OPERATIONS/WORKS

DATE: February 13, 1989.
TO: Chairman and Members of the Operations and Works Committee.
FROM: William P. Taylor, P. Eng., Public Works Department.
SUBJECT: Parking/Stopping Prohibitions on Sherwoodtowne Boulevard

ORIGIN: Public Works Department

COMMENTS:

With the construction of the Rathburn Road-Hurontario Street interchange, Sherwoodtowne Boulevard will become a major connecting link between Rathburn Road and Hurontario Street. The increased traffic volume will necessitate the implementation of parking/stopping prohibitions on both sides of Sherwoodtowne Boulevard, from Rathburn Road to Hurontario Street. These prohibitions will allow safe and efficient traffic movement on this roadway.

During the peak hours it will be necessary to implement 'No Stopping' prohibitions on both sides of Sherwoodtowne Boulevard. However, during off-peak hours, to accommodate deliveries a 'No Parking' regulation can be allowed on the north side of Sherwoodtowne Boulevard.

At present, this roadway is frequently used for parking due to the shortage of on-site parking at Village Offices of Sherwoodtowne. Therefore, Public Works staff will install information signs advising motorists of the impending parking/stopping prohibitions. It is anticipated that these parking prohibitions will be required by late April 1989.

The Planning and Building Department in a separate report to the February 20, 1989 Community Planning and Development Committee addressed the shortage of parking issue related to the Village Offices of Sherwoodtowne.

CONCLUSION:

To ensure safe and efficient traffic movement on Sherwoodtowne Boulevard stopping prohibitions are required on the south side at all times, and on the north side of Sherwoodtowne Boulevard between 7:00 a.m. to 9:00 a.m. and between 3:30 p.m. and 6:00 p.m. A 'No Parking' prohibition is required during off-peak hours on the north side.

Chairman and Members of the
Operations and Works Committee

- 2 -

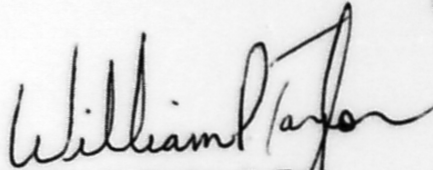
February 13, 1989.

21(a)

RECOMMENDATION:

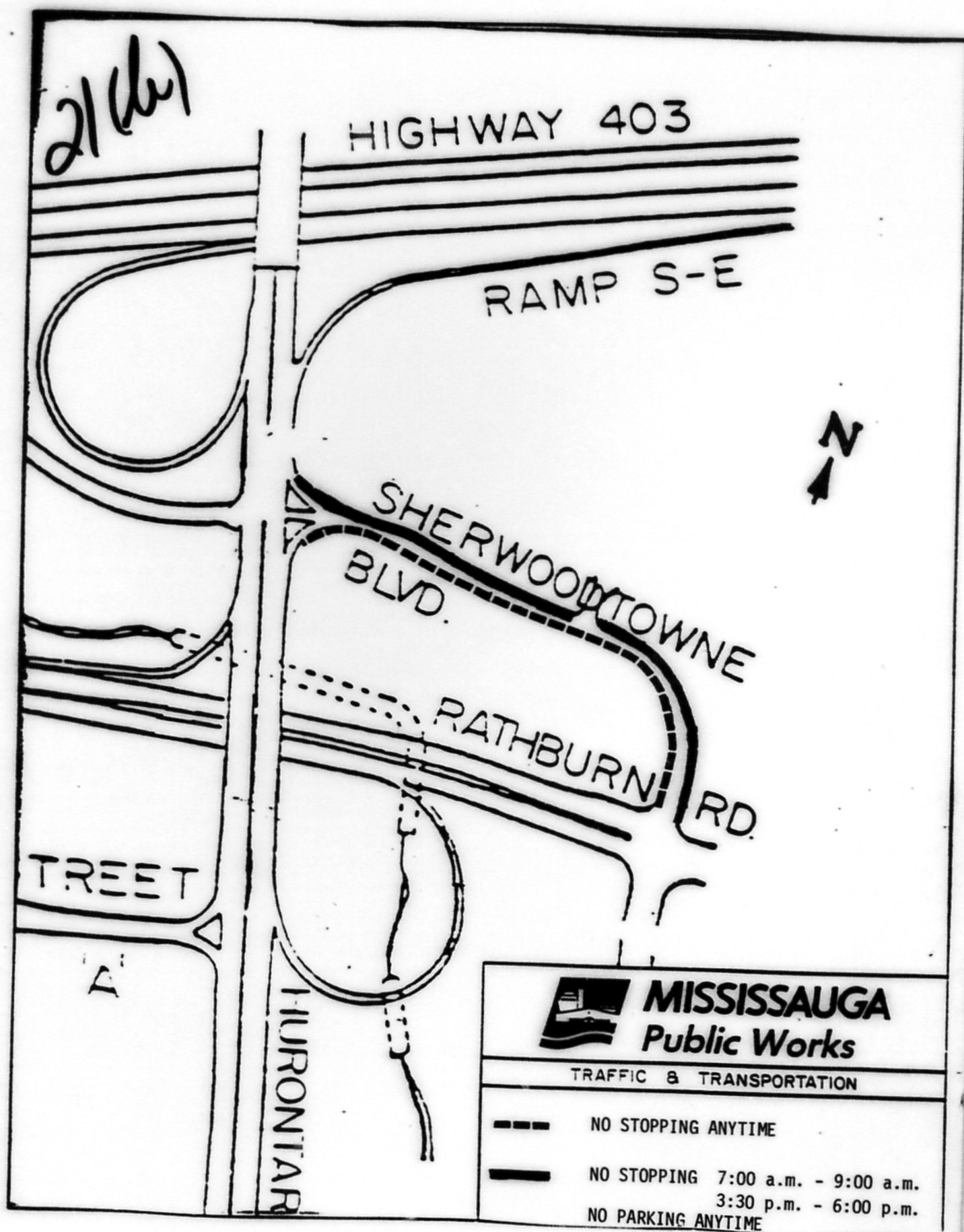
That a by-law be enacted to amend By-Law 444-79, as amended, to implement the following:

- (i) 'No Stopping Anytime' restriction on the south side of Sherwoodtowne Boulevard between Hurontario Street and Rathburn Road East.
- (ii) 'No Parking Anytime' restriction on the north side of Sherwoodtowne Boulevard between Hurontario Street and Rathburn Road East.
- (iii) 'No Stopping' restriction on the north side of Sherwoodtowne Boulevard between Hurontario Street and Rathburn Road East from 7:00 a.m. to 9:00 a.m. and 3:30 p.m. to 6:00 p.m. (Will over-ride prohibition in part (ii) during peak hours).



William P. Taylor, P. Eng.
Commissioner
Public Works Department

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0594E



February 21, 1989

22(a)

Priority 2

Park areas which include walkways, easements and underpasses leading to schools from residential areas through parkland will receive second priority. Under normal conditions these areas are to be completed within 48 hours following a snowfall or storm.

Priority 3

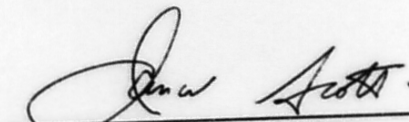
Priority three locations include park walkways through parkland which serve as pedestrian flow links, where pedestrians have an alternate route for getting to their destinations. These walkways will be cleaned of snow and sanded or salted if they pose a definite safety hazard to park users. Priority three work will be completed as time and resources permit and only after priorities 1 and 2 have been completed.

CONCLUSION:

The formal adoption of this policy for Recreation and Parks Snow Clearing Operations will assist staff and administration to effectively operate and monitor this function.

RECOMMENDATION:

That the report dated February 21, 1989 from the Commissioner of Recreation and Parks which formally introduces a priority sequence policy for Recreation and Parks Snow Clearing Operations, be approved.



Ian W. Scott, Commissioner,
Recreation and Parks Department

AS:cs
Doc.9437r/0668R

c.c. D. A. Lychak, City Manager



Corporate Report

Received by FEB 14 1989
Clerk's Dept.

Clerk's Files

(NEW) I. 00.02

Originator's A.00.122
Files

OPERATIONS/WORKS FEB 21 1989

DATE: February 21, 1989
TO: Chairman and Members of The Operation and Works Committee
FROM: Ian W. Scott, Commissioner, Recreation and Parks Department
SUBJECT: Mississauga Natural Ice Rink Program Policy

ORIGIN: Recreation and Parks Department

BACKGROUND: The Recreation and Parks Department is responsible for identifying suitable and viable natural ice rink locations in the City of Mississauga and for providing assistance in their operations.

COMMENTS: A Policies and Procedures document for Mississauga's Natural Ice Rink Program has been prepared for Recreation and Parks Department staff to identify the objectives and the policies governing the operation and administration of the program.

Prior to disseminating this written information to staff, the policy statement is being brought forward for consideration by the Operation and Works Committee.

Mississauga Natural Ice Rink Program Policy:

1. Any individual, volunteer group or organization in the City of Mississauga may make application to the Recreation and Parks Department on a yearly basis to operate a natural ice rink in their community.
2. Successful applicants must agree to be responsible for the flooding and the day-to-day maintenance of their rink for the duration of the ice season.
3. The Recreation and Parks Department will provide all equipment required to maintain the rink (shovels, water source, hoses, etc.).
4. The Recreation and Parks Department will provide the manpower and equipment necessary to remove heavy snowfalls of 10 cm (4 inches) or more.
5. A review of the applicant's performance will be conducted at the end of the ice season.

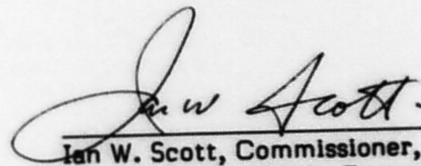
February 21, 1989

23(a)

CONCLUSION:

The provision of natural ice rinks is an important service in our City. The adoption of this policy will recognize the partnership between the City and volunteer groups in providing this service.

RECOMMENDATION: That the report dated February 21, 1989 from the Commissioner of Recreation and Parks which formally introduces a Mississauga Natural Ice Rink Program Policy, be approved.



Ian W. Scott, Commissioner,
Recreation and Parks Department

AS:cs
Doc.9444r/0668R

c.c. D. A. Lychak, City Manager



Corporate Report

Received by
Clerk's Dept. FEB 14 1989

Clerk's Files

(NEW) F.06.04.14

FEB 21 1989

Originator's
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B-103

OPERATIONS/WORKS

DATE: February 3, 1989
TO: CHAIRMAN AND MEMBERS OF THE
OPERATIONS & WORKS COMMITTEE
FROM: Bruce, E. Thom, Q. C.
City Solicitor
SUBJECT: Hoarding By-law

ORIGIN: Public Works

BACKGROUND: Some time ago, Public Works indicated that there was an ever increasing number of requests to place hoarding and building material within public highways to facilitate building operations on adjacent lands. The Legal Department was requested to draft a general regulatory by-law to avoid drafting of individual by-laws for each request.

COMMENTS: The draft by-law, which is attached to this report has now been approved by the Development Engineering Section, the Building Division and the By-law Enforcement section. It appears to cover all areas of concern.

CONCLUSION: That it is appropriate to enact the attached by-law to cover the placement of hoarding and building material on public highways.

RECOMMENDATION: That the by-law to authorize the temporary encroachment on highways of hoardings and building materials during building operations be enacted and passed by Council and the corporate seal affixed thereto.

Bruce E. Thom

Bruce E. Thom, Q. C.
City Solicitor

BET/jalf
Encl.

24(a)



BY-LAW NUMBER _____

A By-law to authorize the temporary encroachment on highways of hoardings and building materials during building operations.

WHEREAS pursuant to paragraph 102 of Section 210 of the Municipal Act, R.S.O. 1980, c.302, as amended, council may pass by-laws for permitting, upon conditions, the use of a portion of any highway or boulevard by the owner or occupant of adjoining land during building operations upon such land for the erection of hoardings and the storage of materials for such building;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. In this by-law
 - (a) "Commissioner" means the Commissioner of Public Works or his designate;
 - (b) "hoarding" means a temporary enclosure around a building under construction or undergoing repairs and, for the purposes of this by-law, includes scaffolding and shoring;
 - (c) "highway" means any public highway, road, street, lane, alley, square, place, throughfare, way or bridge within the City of Mississauga, and all parts thereof, including any surface, grassed area, boulevard, ditch, curb, gutter and sidewalk;
 - (d) "temporary encroachment" means an intrusion into a highway that is used only for the construction, erection or maintenance of hoarding, placed to protect the public and to comply with the provisions of any applicable law and for the storage of materials for building on land adjoining the intrusion.
2. No person shall construct, erect or maintain hoarding or store any building materials on any highway unless and until a permit for a temporary encroachment has been issued therefor by the Commissioner.

24 (h)

3. Any application for a temporary encroachment permit shall be made in the form set forth in Schedule "A" hereto, filed in the office of the Commissioner and shall be accompanied by a sketch showing the location and dimensions of the proposed temporary encroachment and the adjacent part of the premises to which it will be appurtenant and the materials to be used for hoarding and a remittance in favour of the City of Mississauga in the amount of Five Hundred (\$500.00) DOLLARS to cover the cost of reviewing and processing the application.
4. No person to whom a temporary encroachment permit has been issued shall construct, erect or maintain hoarding or store building materials on a highway except in compliance with the information provided in the application, the permit in respect thereof and any applicable law, including the provisions of the Occupational Health and Safety Act and regulations enacted pursuant thereto.
5. No person shall occupy any highway with a temporary encroachment for a longer period of time than that specified in the permit therefor, unless and until the original permit has been renewed or a new permit obtained.
6. The granting of a permit in respect of a temporary encroachment does not create any vested right in the owner or occupant of the premises to which the encroachment is appurtenant, or in any other person and the permit may be revoked at any time as hereinafter provided.
7. (a) The Commissioner may send a notice by registered mail or personal service to the permit holder requiring him to completely remove the temporary encroachment if the City of Mississauga or any utility proposes to make use of the area of the street covered by the permit, or if the temporary encroachment is not maintained in good condition and the notice shall specify that the permit is revoked and indicate the time allowed for compliance.
(b) Where a notice has been sent in accordance with clause (a) hereof and the requirements have not been complied with the Commissioner may cause the work to be done at the expense of the permit holder.

24(c)

- 3 -

8. If an emergency situation arises wherein any temporary encroachment is a source of danger to the public or impedes traffic, the Commissioner may notify in writing the permit holder, to repair or remove the encroachment and restore the highway surface to its former condition at his own expense, so that the temporary encroachment no longer is a source of danger to the public or impedes traffic. If the notice is not complied with within the time stated by the notice or if the emergency situation is such that it is not reasonable to issue prior notice or if the permit holder cannot be located, the Commissioner may repair or remove the temporary encroachment and restore the highway to its former condition, at the expense of the permit holder.
9. A permit for a temporary encroachment may be granted for any period not exceeding six (6) months and may be renewed for such further period or periods not exceeding three (3) months at a time, as may be required.
10. Application for renewal of a permit for a temporary encroachment shall be made by presenting the existing permit to the Commissioner and a processing fee of One Hundred (\$100.00) DOLLARS shall be payable for such renewal. The original permit endorsed with the period of renewal and re-signed by the Commissioner shall constitute the renewal permit.
11. The Commissioner may issue a permit for a temporary encroachment provided that:
 - (a) the application therefor conforms in all respects with the provisions of this by-law;
 - (b) the applicant has obtained any building permit required by the Building Code Act;
 - (c) the temporary encroachment will not obstruct or interfere with public travel, any public service or maintenance operations;
 - (d) the applicant has entered into an agreement with the City of Mississauga in the form set forth in Schedule "B" hereto.

24(d)

12. For the purposes of Section 11(d) of this by-law, the Commissioner may execute the necessary agreement on behalf of the City of Mississauga.
 13. An applicant for a temporary encroachment permit may appeal through the Operations and Works Committee of the City of Mississauga from a decision of the Commissioner refusing to approve the permit. Notice of appeal shall be served on the City Clerk within thirty (30) days of the day of the decision of the Commissioner.
 14. By-law 23-79 of the City of Mississauga does not apply to hoarding or building material placed on highways within the limits of any temporary encroachment herein granted.
 15. Any person who contravenes any of the provisions of this by-law is guilty of an offence and liable on conviction under the Provincial Offences Act to a fine not exceeding \$2,000.00.
- ENACTED AND PASSED this day of , 1989.

MAYOR

CLERK



24627

SCHEDULE "A" TO BY-LAW NUMBER
CITY OF MISSISSAUGA - PUBLIC WORKS
APPLICATION FOR PERMIT FOR A TEMPORARY ENCROACHMENT

PERMIT NO. _____

Date _____, 19____ being

I, _____
the owner/authorized agent for the owner of the property described as
Municipal or Lot No. _____ on the _____ side of _____
(street name)

between _____ and _____
(street name) (street name)

hereby apply for a permit to occupy the following portion(s) of the
said street _____

being in front and/or at the side of the described property, for a
period from _____ a.m./p.m., _____, 19____, to _____ a.m./p.m.,
_____ 19____, as a temporary encroachment in accordance with the
following requirements - _____

and agree to comply strictly with the conditions of By-law No. _____

(Applicant)

Application approved.

(Commissioner)

The amount received for the above permit was \$ _____

(Commissioner)

Date Issued _____ Permit No. _____

Renewals 1) Granted for period from _____ to _____

(Commissioner)

Amount received _____

2) Granted for period from _____ to _____

(Commissioner)

Amount received _____

244

In consideration of the City of Mississauga ("the City") issuing a temporary encroachment permit to the undersigned for that area of the City highway noted on the attached application and shown on the sketch appended thereto, the undersigned hereby covenants and agrees as follows:

1. He shall complete the removal of the temporary encroachment and restore the highway to its original condition upon request as provided in Sections 7 and 8 of By-law _____ or at the end of the permit term, whichever is earlier.
2. He agrees and does hereby agree to indemnify and save harmless the City from and against any and all manner of claims, damages, loss, costs, charges or orders whatsoever occasioned to, or suffered by, or imposed upon the City, either directly, in respect of any manner of thing in consequence of, or in connection with, or arising out of the permission hereby granted and the undersigned's subsequent occupation of the encroachment area.
3. He shall not obstruct or interfere with public travel, any public service or any required maintenance operations on the highway to which the permit applies and shall maintain adequate provision for vehicular and pedestrian traffic to the satisfaction of the Commissioner of Public Works ("the Commissioner") during the period that the permit is in force.
4. He shall ensure that no utility or municipal service will be damaged as a result of the temporary encroachment permit being granted.
5. He shall construct, erect and maintain all hoarding and store all building material upon the permit being granted in accordance with all applicable law, and, without limiting the generality of the foregoing, shall comply fully with the provisions of the Occupational Health and Safety Act and regulations promulgated thereunder.

- 2 -

6. He shall submit to the City prior to the granting of any permit proof of comprehensive public liability insurance to satisfy the undertakings herein given. Such insurance shall be in an amount of at least TWO MILLION (\$2,000,000.00) DOLLARS per occurrence and the City shall be a named insured.
7. He shall deposit with the City prior to granting of any permit such securities and in such amounts as are required by the Commissioner to ensure that the hoarding and building material is removed and the highway is properly reinstated and any other damages are repaired.
8. Wherever the singular number of the masculine gender is used in this document, the same shall be construed as including the plural and feminine and neuter respectively and vice versa as the fact or context required; and in any case where this document is executed by more than one party, all covenants and agreements herein contained shall be construed and taken as against such executing parties as joint and several.
9. It is understood and agreed that any permit issued is not assignable.

IN WITNESS WHEREOF the Applicant has hereunto set his hand and seal or the Applicant has hereunto affixed its corporate seal attested by the hands of its proper signing officers, as the case may be, and the Commissioner has hereunto set his hand and seal in acknowledgment of the document on behalf of the City.

7. He shall deposit with the City prior to granting of any permit such securities and in such amounts as are required by the Commissioner to ensure that the hoarding and building material is removed and the highway is properly reinstated and any other damages are repaired.

8. Wherever the singular number of the masculine gender is used in this document, the same shall be construed as including the plural and feminine and neuter respectively and vice versa as the fact or context required; and in any case where this document is executed by more than one party, all covenants and agreements herein contained shall be construed and taken as against such executing parties as joint and several.

9. It is understood and agreed that any permit issued is not assignable.

IN WITNESS WHEREOF the Applicant has hereunto set his hand and seal or the Applicant has hereunto affixed its corporate seal attested by the hands of its proper signing officers, as the case may be, and the Commissioner has hereunto set his hand and seal in acknowledgment of the document on behalf of the City.

(Witness)

Commissioner



Corporate Report

Received by
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Clerk's Files

T-87066

25

FEB 21 1989

Originator's
Files

OPERATIONS/WORKS

DATE: February 3, 1989

TO: Chairman and Members of the
Operations and Works Committee

FROM: Terence L. Julian, A.M.C.T., C.M.C.
City Clerk

SUBJECT: Deed of Land to City of Mississauga from Ontario Hydro for part
of Superior Boulevard over Part of Lot 9, Concession 1, East of
Hurontario Street, Parts 1, 2 and 3 on Plan 43R-16200.

ORIGIN: Proposed Plan of Subdivision T-87066, 763442 Ontario Limited,
Consolidated Planning Report dated May 3, 1988.

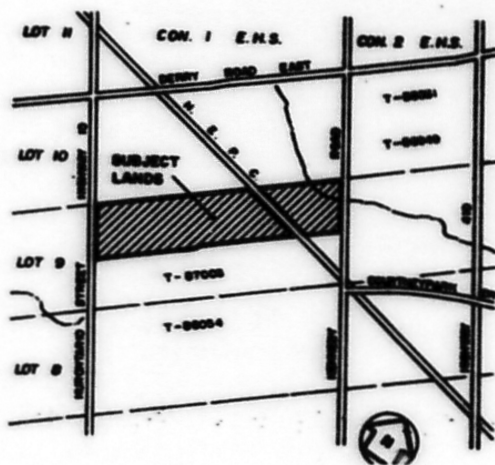
COMMENTS: As a condition of development of Industrial subdivision T-87066
being developed by 763442 Ontario Limited, the City is to acquire
from Ontario Hydro a parcel of land (Parts 1, 2, and 3, Plan
43R-12600) for the completion of Superior Boulevard right-of-way
between Kennedy Road and Hurontario Street.

The funding for the acquisition has been provided by the
developer. The location of the parcel has been reviewed and
approved by the Public Works Department.

RECOMMENDATION: That a By-law be enacted authorizing execution by the City of a
Deed of Land from Ontario Hydro to the City of Mississauga over
Part of Lot 9, Concession 1, West of Hurontario Street, designated
as Parts 1, 2 and 3 on Plan 43R-16200.

Terence L. Julian, A.M.C.T., C.M.C.
City Clerk

PJS:mc



MISSISSAUGA
Clerk's Department
Realty Services

Future Superior Blvd. Right of Way
Conveyed by Ontario Hydro to City,
Parts 1, 2 & 3 on Plan 43R-16200

FILE No. T-87066



Corporate Report

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Clerk's Dept.

Clerk's Files E.02.07.01 (N)

26

Originator's
Files

FEB 21 1989

OPERATIONS/WORKS

DATE: February 1, 1989

TO: CHAIRMAN AND MEMBERS OF THE
OPERATIONS AND WORKS COMMITTEE

FROM: Terence L. Julian, A.M.C.T., C.M.C.
City Clerk

SUBJECT: Encroachment Agreement on a public highway for the property
located at 58 Lake Street (Port Credit), Part of Lot 8, Plan 300 W,
submitted by Leonard Lawrence Priester.

ORIGIN: Legal Survey dated May 30, 1988, prepared by W.B. Starr, O.L.S.
for property located at 58 Lake Street.

BACKGROUND: Purchase of 58 Lake Street (Port Credit) and mortgage
arrangements by Leonard L. Priester.

COMMENTS: As a condition of mortgaging, pursuant to the sale of 58 Lake
Street, it was requested that a legal survey be prepared showing a
partial encroachment of the dwelling onto Lake Street. The
extent of the encroachment which comprises the front of the
dwelling is approximately 1.52 m (5 ft.). and has existed in excess
of forty years which is the estimated age of the house.

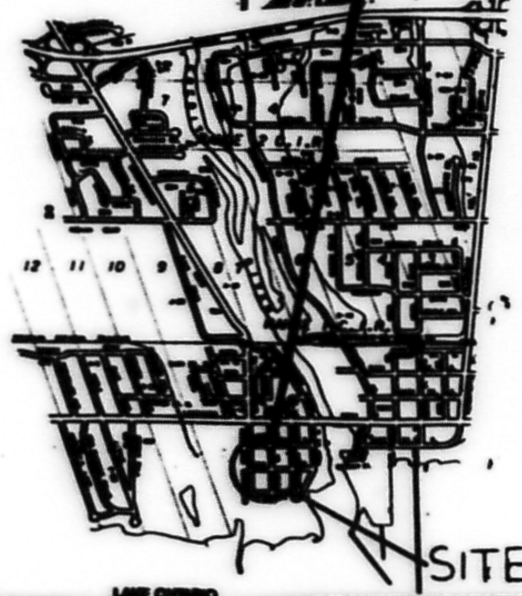
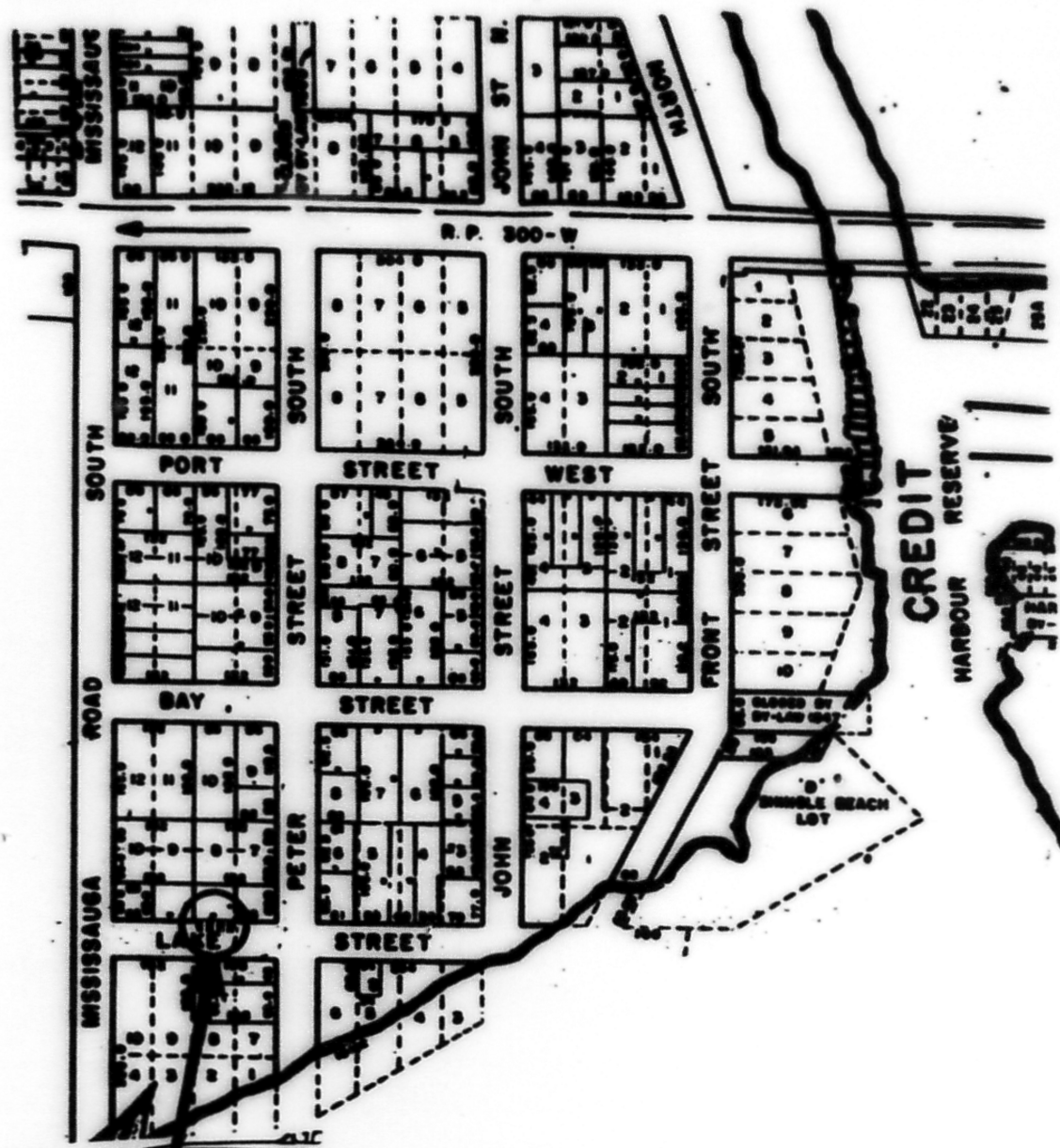
As the encroachment does not constitute a traffic hazard, the
Public Works Department has no objection to the encroachment,
provided that an appropriate Indemnification Agreement is
entered into by the owner of 58 Lake Street.

RECOMMENDATION: That a by-law be enacted authorizing execution by the City of an
Encroachment, Indemnity and Release Agreement dated November
7, 1988, submitted by Leonard Lawrence Priester in recognition of
a partial encroachment of the residential dwelling at 58 Lake
Street.

Terence L. Julian, A.M.C.T., C.M.C.
City Clerk

PJS:mc

26a



MISSISSAUGA
Clark's Department
Realty Services



Encroachment Agreement
58 Lake Street, Priester Property

FILE No. E.02.07.01 (N)



Corporate Report

Received by
Clerk's Dept.

Clerk's File E.02.07.01(C)

27

FEB 21 1989

Originator's
File

OPERATIONS/WORKS

DATE: January 30, 1989

TO: Chairman and Members of the
Operation and Works Committee

FROM: Terence L. Julian, A.M.C.T., C.M.C.
City Clerk

SUBJECT: Encroachment Agreement on a public highway for property
located at 236 Queen Street South (Streetsville) submitted by Julie
E. Rocca.

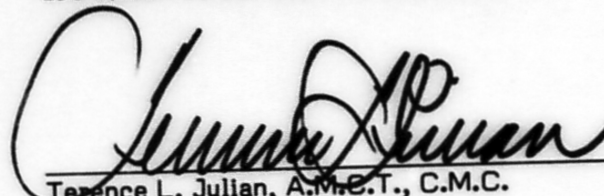
ORIGIN: Building Code 06971, Planning and Building Department.

BACKGROUND: In the course of processing a building permit application for the
property located at 236 Queen Street South (Streetsville) it
became apparent that the brick front wall projects 0.45 m
(approximately 18 inches) onto Queen Street South.

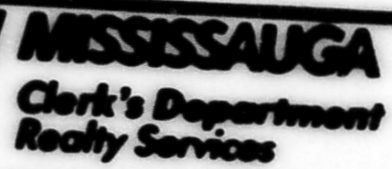
COMMENTS: In recognition of the encroachment and to facilitate the
processing of the building permit application, Julie E. Rocca has
submitted to the City a fully executed Encroachment Indemnity
and Release Agreement pursuant to the authority of the Municipal
Act.

The Public Works Department has no objection to the described
encroachment provided that the appropriate agreement is entered
into by the owner of the encroaching building.

RECOMMENDATION: That a by-law be enacted authorizing execution by the City of an
Encroachment, Indemnity and Release Agreement dated
November 25, 1988 submitted by Julie E. Rocca in recognition of
an encroaching brick front wall at the owner's premises located at
236 Queen Street South (Streetsville).


Terence L. Julian, A.M.C.T., C.M.C.
City Clerk


PJS:mc

[illegible]

46 CM.-18 In. FRONT WALL
ENCROACHMENT ON QUEEN ST.
BY PROPERTY AT 236 QUEEN ST.
SOUTH

FILE No. E020701--C



Corporate Report

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Clerk's Files E.02.07.01(B)

Originator's
Files

28

OPERATIONS/WORKS

FEB 21 1989

DATE: January 30, 1989

TO: Chairman and Members of the
Operation and Works Committee

FROM: Terence L. Julian, A.M.C.T., C.M.C.
City Clerk

SUBJECT: Encroachment Agreement on a public highway for property
located at 43 Harborn Road (N.W. corner of Harborn Road and
Grange Drive) submitted by Allan and Karen Campbell.

ORIGIN: By-Law Enforcement inspection on June 20, 1988 of a privacy
fence located at 43 Harborn Road.

BACKGROUND: Pursuant to an inspection in June of 1988 by the By-law
Enforcement section of the Public Works Department it was
determined by survey that the privacy fence and cedar hedge of
the residential dwelling was partially encroaching on Harborn
Road and Grange Drive.

COMMENTS: The survey indicates an 8 m (26 ft.) section of fence and a cedar
hedge encroaching on the City road allowance for a distance of 3.3
m (11 ft.). The encroachment has been in place in excess of 13
years. The fence is 1.8 m (6 ft.) high and the hedge is
approximately 3 m (10 ft.) high. Public Works Traffic staff have
also made an inspection of the location and are of the opinion that
the fence and cedar hedge do not impair traffic visibility.

Having regards to the fence and hedge being on a municipal
highway, it is desirable that the City be protected by a liability
agreement in the event of a serious mishap. In connection with
this matter, Allan and Karen Campbell have submitted an
Encroachment Indemnity and Release Agreement.

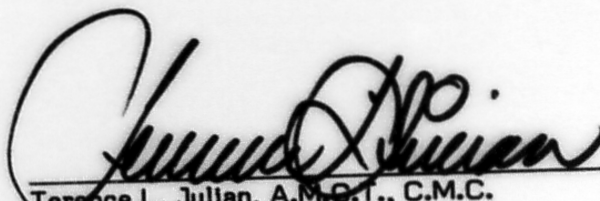
28(a)

Operations and Works Committee

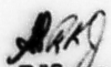
- 2 -

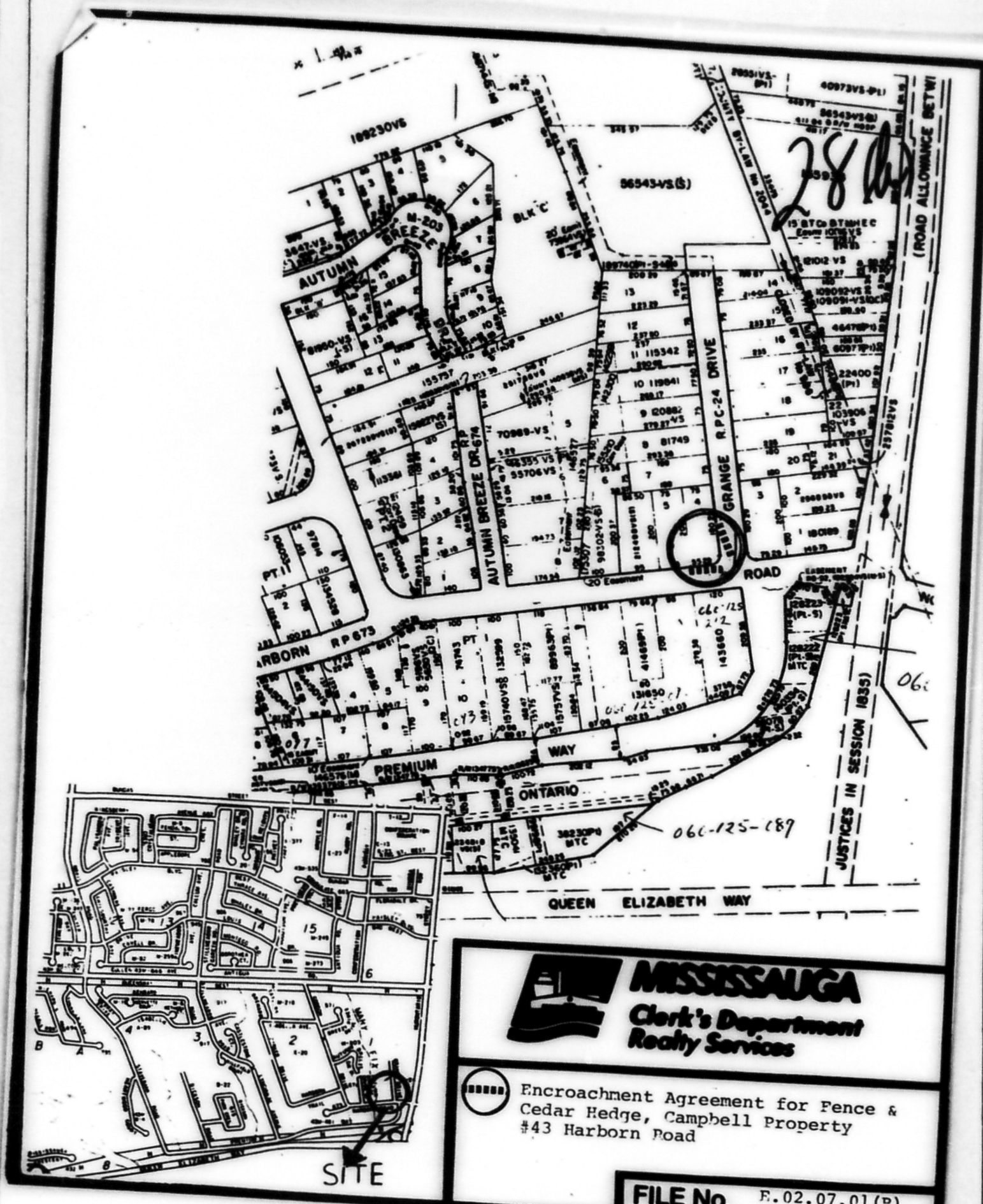
January 30, 1988

RECOMMENDATION: That a By-law be enacted authorizing execution by the City of an Encroachment, Indemnity and Release Agreement dated December 21, 1988, submitted by Allan and Karen Campbell, the owners of 43 Harborn Road in recognition of an encroaching fence and cedar hedge on part of Harborn Road and Grange Drive.



Terence L. Julian, A.M.C.T., C.M.C.
City Clerk


PJS:mc



MISSISSAUGA
Clerk's Department
Realty Services



Encroachment Agreement for Fence &
Cedar Hedge, Campbell Property
#43 Harborn Road

FILE No. E.02.07.01 (v)

29

MISSISSAUGA PUBLIC VEHICLE AUTHORITY

FEBRUARY 7, 1989
A.03.04.01

REPORT NO. 2-89

OPERATIONS/WORKS **FEB 21 1989**

TO: The Operations and Works Committee

LADIES AND GENTLEMEN:

The Mississauga Public Vehicle Authority presents its second report and recommends:

PVA-8-89 That the report dated January 25, 1989 from William P. Taylor, Commissioner of Public Works, relating to safety shields for taxicabs and other suggested safety precautions for drivers, be received.

L.08.04.08
(PVA-2-8-89)

- PVA-9-89
1. That the revised tariff review formula outlined in the January 18, 1989, report of William P. Taylor, Commissioner of Public Works, containing changes in cost factors for vehicles and the leasing of plates be adopted.
 2. That the taxicab meter rate be increased to .25¢ for each additional 280 meter drop, and the waiting time be increased to .25¢ for each 45 seconds.
 3. That the Legal Department amend Schedule 2 of By-Law 697-84, as amended, to reflect the above revisions.
 4. That at the next meeting of the Public Vehicle Authority, a Subcommittee of the Public Vehicle Authority be established to study the present formula used in determining the current Taxicab tariff rate.

L.08.02
(PVA-2-9-89)

February 7, 1989

29(a)

- PVA-10-89 (a) That the rules and procedures for the issuance of additional taxicab owner's licenses as set out in Public Vehicle Licensing By-law 697-84, as amended, and contained in the procedural guidelines adopted by City Council on January 28, 1985, be carried out in the normal manner for this licence issuance.
- (b) That after posting the names of applicants from the Priority List who are being considered for issuance of a licence and NO OBJECTIONS are received, staff shall issue the appropriate number of additional licences.
- (c) That where OBJECTIONS are received against an applicant whose name had been posted, the application shall be referred to the Licence Appeal Committee for further consideration.
- (d) That a ratio of one (1) cab per 1,400 increase in population be adopted as the new ratio guideline figure to be used in calculating the required number of taxicabs to properly service the City.
- (e) That twenty-six (26) additional taxicab owner's licenses be issued in the following manner:
- (i) Eleven to be issued in April, 1989.
 - (ii) Five to be issued in May, 1989.
 - (iii) Five to be issued in June, 1989.
 - (iv) Five to be issued in September, 1989.
- (f) That the Public Vehicle Licensing By-law 697-84, as amended, be amended to increase the "Limitation Number" of taxicab owner's licenses by twenty-six (26) to a total of 453.
- (g) That sufficient number of successful applications from the Taxicab Owner's Priority Waiting List be processed to fulfill the "New Limitation of Owner's Licenses" total, keeping in mind any appeals that may be pending.
- (h) That for each issuance period the taxicab owner's fees in effect at that time be applied.
- (i) That staff be requested to review the number of taxicab owners licenses in the City of Mississauga in September 1989, to determine if the existing number of licenses is sufficient to service the City of Mississauga, and report their findings to the Public Vehicle Authority.



Corporate Report

item 30

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FEB 16 1989

Clerk's Files

JOS. 91612
JOS. 98402

Originator's
Files

11 141 88045
17 111 87172
17 111 87131

OPERATIONS/WORKS FEB 21 1989

DATE: February 13, 1989
TO: Chairman and Members of the Operations and Works
Committee
FROM: W. P. Taylor, P. Eng., Commissioner of Public Works
SUBJECT: Highway 403 Arterial Road Extension from Cawthra Road
to Dixie Road

ORIGIN: Public Works Department

BACKGROUND: During 1987-88, a planning and preliminary design study for the Highway 403 Arterial Road Extension from Cawthra Road to Eglinton Avenue was carried out. It is noted that the first section, from Cawthra Road to Dixie Road, has been a long standing commitment by the Province and the planning efforts were carried out by the City at Ministry of Transportation Ontario (MTO) cost.

Many issues were dealt with during the planning study including:

- project need
- alternative transportation solutions to the project
- transit usage and options
- noise aspects
- impact on property values
- air quality
- other environmental concerns

The study involved a high degree of public participation including consultation with a Community Advisory Committee.

On October 25, 1988, City Council received a report from the Commissioner of Public Works dealing with the results of the planning study. Among other items, it was recommended that the cross-section of the roadway be four lanes, that a specific alignment be adopted, that the possibility of constructing the berm prior to the summer be investigated and that the MTO be advised that detailed design and construction of the section from Cawthra Road to Dixie Road would be proceeded with immediately.

BACKGROUND:

The MTO has recently advised that funding has been allocated to the project as follows:

\$2 million in 1989
\$2 million in 1990
\$3.8 million in 1991

In addition, the Ministry has advised that there are some design features associated with the road which they are not willing to fund.

COMMENTS:

The schedule of funding for the construction of the project is of extreme concern to the City. It had been hoped to award an early contract for the construction of the berm followed immediately by the main road construction contract such that the roadway would be open to traffic by late 1989 or early 1990.

With the suggested MTO funding schedule it is planned to award one contract for the project in late 1989 with completion expected in late 1990. The slower than anticipated funding will not only delay the roadway opening but will also involve extra costs for funding works prior to receiving MTO funds.

The Ministry has identified a number of specific project design features which they are not willing to fund. These concerns are addressed in the following.

Drainage System

The Ministry states that had they designed the project, drainage would not be provided as an urban design (curb and gutters, catchbasins and storm sewers) and the costs for these features must be borne by the City.

In response the City drainage design is in fact not purely urban. The concept include curbs and gutters, catchbasins and lateral storm sewers outletting into an open ditch on the north side of the roadway. The cost of handling drainage in this manner has been determined to be equivalent to a normal rural drainage system consisting of shoulders and ditches.

COMMENTS: (Continued)

Landscaping

The Ministry advises that their practice is to spend only about 2% of project construction costs on landscaping. Any landscaping costs exceeding this amount must be borne by the City.

Preliminary estimates for the cost of landscaping are about \$300,000 representing about \$200,000 above the Ministry's limit of 2% of construction cost. It is felt that although the 2% cap may be generally applicable to Provincial projects, there are cases where more intensive landscaping efforts must be made. In urban areas where planning and design must be sensitive to the desires of the community the amount of landscaping must exceed the arbitrary 2% limit.

Within Mississauga, the Burnhamthorpe road crossing of the Credit River and the Mullet Creek is an excellent example of a location where extra landscaping efforts were undoubtedly required. In fact, on this project about 5% of roadway construction cost was spent on landscaping. The Highway 403 Arterial Road Extension is another project where extra landscaping costs are warranted.

Kill Strips

The Ministry feels kill strips are not required and advise they will not pay for them.

The cost of the concrete kill strip is approximately \$150,000 and is related to the City's standard for the urban roadway cross-section. In the past the City has had maintenance difficulties with grass deteriorating rapidly immediately adjacent to traffic lanes especially in narrow boulevard locations.

Little Etobicoke Creek Culvert

The current design calls for the noise berm south of the roadway to be continuous along the length of the roadway. This necessitates the Little Etobicoke Creek culvert to be extended to accommodate the continuous berm. The Ministry presumably favours the introduction of a short section of noise wall and advises they are not willing to pay for the extra culvert costs.

COMMENTS: (Continued)

The extra costs associated with the design proposed by the City is approximately \$500,000. It is strongly felt that this cost should be incurred in order to have the benefit of a continuous berm to mitigate adequately the roadway noise impact on the residences to the south.

To construct a noise barrier only at the creek crossing would be extremely aesthetically displeasing in a location of greatest visibility. The creek crossing area being in the roadway sag, is visible to roadway users and residences south of the road for a relatively long distance. Because of this the City committed itself to a continuous berm during the planning study.

Pavement Design

The Ministry advises that the extra costs associated with a composite pavement design (concrete base and asphalt surface) would not be paid for.

The City's preference for the composite design relate to its greater structural strength and consequently its longer life and lower future maintenance and resurfacing costs. The City and the Region of Peel have used a composite pavement at other municipal road projects such as Burnhamthorpe Road, the Queensway, Cawthra Road and Dixie Road. The extra costs related to a composite pavement design is about \$360,000.

Illumination

The Ministry's policy is not to provide full illumination of roadways of this type and to provide illumination only at intersections.

It is agreed that the City should assumed the cost for lighting additional to MTO standards.

CONCLUSION:

In addition to the above specific comments there is a more general concern relating to the Ministry's position.

CONCLUSION: (Continued)

It had been agreed by the City and the Ministry that the planning, design and construction for the roadway should be the responsibility of the City on behalf of the Ministry. It was felt by all concerned that the City would be in a better position to deal with the issues and to carry out the expected significant public participation activities. It was also noted that there would be a considerable political interest in a project of this type.

Recognizing the above and the environment during which project planning was carried out, it was not expected that the Ministry would take a position against cost sharing for elements of the project design which made the project more acceptable to the community such as landscaping and the continuity of the berm at the Little Etobicoke Creek.

It is strongly felt that should the Ministry have carried out the planning for the project, the public participation and political interests would very likely have resulted in a design very similar to that proposed by the City.

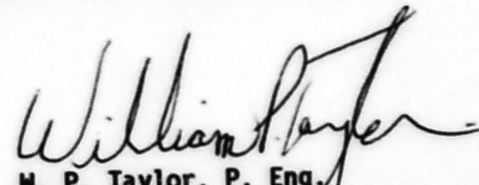
Finally, it should be recognized by the MTO that the City has incurred significant staff time and costs by assuming the coordinating role for the project. These costs have not been charged to the Ministry and have in fact been incurred by the City for a project for which the Ministry has agreed to be financially responsible.

RECOMMENDATION:

That the Ministry of Transportation Ontario be advised that the rate at which funding is being made available for the Highway 403 Arterial Road Extension from Cawthra Road to Dixie Road is not consistent with the priority determined through the Greater Toronto Area Transportation Forum, and

That staff be directed to meet with Ministry of Transportation Ontario staff to negotiate cost sharing for the Highway 403 Arterial Road from Cawthra Road to Dixie Road as outlined in the report from the Commissioner of Public Works dated February 13, 1989.

KJS/edm
0812E/214E


W. P. Taylor, P. Eng.
Commissioner
Public Works Department

CITY OF MISSISSAUGA

MINUTES

MEETING FOUR EIGHTY-NINE

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: TUESDAY, FEBRUARY 21, 1989, 1:40 P.M.

PLACE OF MEETING: RESOURCE LIBRARY, CIVIC CENTRE

MEMBERS PRESENT: Councillor H. Kennedy
Councillor M. Prentice
Councillor F. Dale
Councillor F. McKechnie
Councillor D. Culham (Chair)
Councillor N. Iannicca

MEMBERS ABSENT: NIL

OTHER PRESENT: Councillor P. Mullin
Councillor D. Lane
Councillor T. Southorn
Mayor H. McCallion

STAFF PRESENT: Mr. D.A. Lychak, City Manager
Mr. B.E. Thom, City Solicitor
Mr. W.P. Taylor, Commissioner of Public Works
Mr. A. McDonald, Director, Public Works
Mr. K. Schipper, Director, Public Works
Mr. I.W. Scott, Commissioner of Recreation and Parks
Mr. E.J. Dowling, Transit General Manager
Ms. L. Mailer, Committee Coordinator, Clerk's
Department

INDEX - OPERATIONS AND WORKS COMMITTEE - FEBRUARY 21, 1989

DEPUTATIONS/PRESENTATIONS - 1:40 P.M.

- A. Mr. S. Solomon, Petro Canada
SP 277-88
SEE ITEM 1
- B. Ms. M. Protich, Solicitor representing Musketeer Billiards
L.02.04.21
SEE ITEM 2
- C. Mr. G. Slater, Glen Erin Inn
L.09.04.01
SEE ITEM 4
- D. Mr. J. Lyons, Lyons Auto Body Ltd.
TW-45-1988
SEE ITEM 31
- E. A Representative of Gottardo Properties Ltd.
T-87066
SEE ITEM 5

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	SP 227/88	Petro Canada Products - Sidewalk Contribution
2.	L.02.04.21	Musketeer Billiards - License Renewal
3.	TMT-21-1988	Purchase of Five Forty Foot Replacement Diesel Powered Transit Buses
4.	L.09.04.01	Glenerin Inn - Proposed Directional Signage

5. T-87066
M-868 763442 Ontario Limited - Development of Block 30 -
Kennedy Road
6. M-600
M-601 Erin Mills Development Corporation - Assumption of
Works
7. M-590 Rowntree Court Subdivision - Assumption of Works
8. M-458 Ursini Residential Subdivision - Assumption of Works
9. M-449 Pinetree Development Industrial Subdivision - Assumption of Works
10. M-237 Ferkul Residential Subdivision - Assumption of Works
11. J.05.89001 Mavis Road Construction - Eglinton Avenue/Britannia Road
12. F.06.01.02 Parking for Disabled Residents
13. F.06.04.02 City Centre Drive - parking Prohibition
14. F.06.04.02 72 Hour On Street Parking - Reduction to 12 Hour Maximum
15. F.06.04.02 Meredith Avenue - Extending Parking
16. F.06.04.02 Karlya Drive/Enfield Place/Sussex Gate/Matthews Gate - Parking
Prohibitions
17. F.06.04.09 Half Load Limits
18. F.06.04.02 Ponytrail Drive - Parking Prohibition in Front of Walkways
19. F.06.02.01 1988 Traffic Signal Installation Program
20. F.05.03.01 Yuma Court - Snow Removal
21. F.06.04.02 Sherwoodtowne Boulevard - Parking/Stopping Prohibitions
22. I.00.03 Snow Clearing Policy - Recreation and Parks
23. I.00.02 Natural Ice Rink Policy
24. F.06.04.14 Hoarding By-law
25. T-87066 Superior Boulevard - Deed of Land from Ontario Hydro - 763442
Ontario Limited
26. E.02.07.01(N) 58 Lake Street - Encroachment Agreement
27. E.02.07.01(C) 236 Queen Street South - Encroachment Agreement

- 28. E.02.07.01(B) 43 Harborn Road - Encroachment Agreement
- 29. A.03.04.01 Public Vehicle Authority Report 2-89 - February 7/89
- 30. J.05.88012 Highway 403 Arterial Road Extension - Cawthra Road/Dixie Road
- 31. TW-45-1988 Towing Tender

MATTERS CONSIDERED:

1. Report dated February 13, 1989, from the Commissioner of Public Works in response to a request for a further report on the Petro-Canada request for an exemption from the payment of monies for a future sidewalk on North Sheridan Way and in particular the justification of calculating cash for sidewalk contribution on the basis of the entire frontage as opposed to a pro rata contribution based on the fact that this Site Plan only involves an addition to an existing building.

The present policy of the City is that the sidewalk contribution is calculated on the entire frontage of the plan. The important aspect is whether a site is subject to Site Plan approval or not subject to Site Plan approval and this decision is made by the Planning Department. The Commissioner of Planning will be reporting on this aspect under a separate report.

If the Application is subject to Site Plan approval all conditions are placed to the extent that the City is legally entitled to do so. It does not make sense to place partial conditions pursuant to some ratio be it on a square foot percentage or a dollar percentage as one can imagine the complications that would occur if a partial widening was requested as a condition of Site Plan approval based on some percentage. A widening is requested to the full extent in accordance with the Official Plan. If only a partial widening was taken at that time the City would have to buy the remainder if and when required.

RECOMMENDATION:

That the request by Petro-Canada Products for an exemption from the payment of monies for a future sidewalk on North Sheridan Way with respect to Site Plan Application SP-227/88W at 2489 North Sheridan Way be denied.

Mr. S. Solomon representing Petro Canada appeared before the Committee and requested that the cash-in-lieu be waived.

The Planning Department advised that the site plan approval was required as this project abutted a major arterial. Petro Canada had pointed out that two other projects in the Research Centre had not been required to pay. Mr. Walte advised that one of the projects was replacing a open storage with a bulk storage and was not subject to site plan approval and the other one was simply not subject to site plan approval.

February 21, 1989

Councillor Lane suggested that the guidelines for site plan approval and the judgement and discretion applied should be reviewed. In light of the circumstances of the Petro Canada application, Councillor Lane recommended that the cash-in-lieu be waived. This motion was voted on and lost.

Mayor McCallion moved approval of the staff recommendation. This motion was voted on and carried.

SP 227-88

Approved

See Recommendation OW-63-89 (H. McCallion)

2.

Report dated January 23, 1988, from the Commissioner of Public Works regarding the license renewals for Musketeer Billiards, 3233 Brandon Gate Drive, Mississauga.

On February 1, 1989, a report from staff recommending the renewal of the licences for Musketeer Billiards was on the agenda of Operation and Works. The Committee requested a further report from staff outlining a history of the application for renewal of the licences for these premises.

Joe & Anna Mariano have owned and operated Musketeer Bar and Billiards for a number of years and the premises was last licensed in 1987.

On December 7, 1987, Council adopted a recommendation that the application to renew Musketeer's Billiards licenses for 1988 be referred to the area representative, Councillor F. McKechnie, and staff for a thorough review.

On June 27, 1988 a report from staff was on the Council agenda but was held "In Camera" and the minutes show no resolution resulted from discussions on the item.

Staff conducted a number of inspections of the premises in 1988 and 1989 and all standards were met as required under the By-Law.

The owners of Musketeer Billiards have retained the services of the law firm of Weir & Foulds in respect to obtaining a renewal of their licences for the premises.

The Peel Regional Police have been contacted and cannot provide any specific information that would justify the refusal of a licence on the basis of same being contrary to the public interest. The City has been advised that 1988 had considerably less police involvement at the plaza in question than 1987.

RECOMMENDATION:

That the 1988 and 1989 licences for Musketeer Billiards be renewed.

Ms. Protich from Weir & Foulds appeared before the Committee on behalf of Musketeer Billiards. She pointed out that the current owners have operated the business for the past seven years, but have been unable to ascertain from City Staff why the license was being withheld. Ms. Protich requested that the Staff recommendation be approved.

Councillor McKechnie again expressed concern about the maintenance of the establishment and the patrons loitering at the plaza. The residents in the area are upset with the operation and want it closed down.

The City Solicitor reconfirmed that there are no grounds for the City to refuse or withhold the license.

The Mayor moved approval of the Staff recommendation and requested that the Representative of Mukseteer Billiards relay a message to the owners regarding the operation and condition of the establishment.

L.02.04.21

3. See Recommendation OW-64-89 (H. McCallion)
Report dated February 2, 1989, from the Transit General Manager requesting authorization to increase the order from 20 to 25 to include five replacement vehicles. Council has authorized the purchase of 20 forty foot buses to Ontario Bus Industries and they have confirmed they will supply the additional five buses.

RECOMMENDATION:

That the Transit Department be authorized to increase their order of transit vehicles with Ontario Bus Industries from 20 to 25 subject to the final approval of the Ministry of Transportation 75% subsidy.

TMT-21-1988

Approved

See Recommendation OW-65-89 (F. Dale)

4. Report dated February 13, 1989, from the Commissioner of Public Works in response to the request from Glenier Inn to place up to five directional signs at locations on Dundas Street/Mississauga Road, Mississauga Road/The Collegeway etc. The Inn is a commercial restaurant and hotel venture similar in nature to other older homes in Mississauga and allowing distinctive signs to be erected on such major roads would be precedent setting.

RECOMMENDATION:

That the Glenier Inn not be permitted to install directional signs on arterial roads.

Mr. Slater addressed the Committee regarding this request for signage which request is based on the fact that the Inn is located out of the way and people are having difficulty finding the hotel. Mr. Slater was under the impression that Staff were to review the request with a view to permitting the signs but in a tasteful manner since the Inn is a designated heritage building.

Mr. Lychak advised that it was his impression that the Committee directed staff to review the request to affix signs to utility poles on the road allowance and to come back with a recommendation.

Committee Members felt that a policy could be developed to apply to these heritage buildings especially in light of the significant financial investment in such projects. The Mayor recommended that staff develop a policy to cover the installation of signs offsite for commercial uses of heritage structures. This motion was voted on and carried.

L.09.04.001

Approved

See Recommendation OW-66-89 (F. McKechnie)

5.

Report dated January 26, 1989, from the Commissioner of Public Works regarding the Servicing Agreement for Plan T-87066 which states that "access to lots 1, 29 and 30 will be permitted from Kennedy Road - details will be finalized during the site plan approval."

Under Part B - Building Section, Subsection 4, reads "No Building Permit is to be issued for lot 30, blocks 31 and 32 until they are developed in conjunction with adjacent lands to the south, blocks 19 to 22 (T-87003) and permit development with the Zoning By-Law."

Mr. Vatri of 763442 Ontario Limited has advised that he has made an offer to exchange Block 32 on T-87066 for Blocks 21 and 22 on M-869. Such an arrangement would permit development of all of the respective blocks on both plans. Alternatively Mr. Vatri has offered to sell Blocks 31 and 32 on T-87066 at the rate of \$375,000 per acre. Neither offer was accepted by the owner of Plan M-869.

As the access to lot 30 is from Kennedy Road and as Block 22 which is to be developed in conjunction with lot 30 is very small in comparison with lot 30, Public Works has no objection to the development of lot 30. The resolution of the residual lots and blocks can be finalized when the remaining lots and blocks develop.

RECOMMENDATION:

That Schedule 'C' Part 'B' Item 4 of the Servicing Agreement for T-87066 (lands located on Kennedy Road/Ambassador Drive) be modified to delete the reference to lot 30 in order that Building Permits for Lot 30 may be obtained in the usual manner.

The Commissioner of Public Works requested that the Item be deferred as additional information has been brought forward which requires consideration.

A Representative of Gottardo Properties was in attendance and agreed with the recommended deferral.

T-87066
M-868

Deferred

See Recommendation OW-67-89 (F. McKechnie)

6. Report dated January 5, 1989, from the Commissioner of Public Works regarding the assumption of the municipal works for Erin Mills Neighbourhood 201B, Registered Plans 43M-600 and 43M-601, located north of Highway 403 and west of Mississauga Road.

As far as the Public Works Department is concerned, the developer has complied with all the requirements of the Servicing Agreement for the installation of municipal services in the above mentioned plan. The remaining securities in the amount of \$346,847.83 and \$51,951.69 should be released to the developer, The Erin Mills Development Corporation.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for The Erin Mills Development Corporation, Registered Plans 43M-600 and 43M-601, located north of Highway 403 and west of Mississauga Road.
- (b) That the Letters of Credit securing the Servicing Agreement for Registered Plans 43M-600 and 43M-601 (currently valued at \$346,847.83 and \$51,951.69) be returned to the developer The Erin Mills Development Corporation.
- (c) That a by-law be enacted establishing the road allowances within Registered Plans 43M-600 and 43M-601 as public highway and part of the municipal system of the City of Mississauga.

M-600
M-601

Approved

See Recommendation OW-68-89 (T. Southorn)

7. Report dated January 31, 1989, from the Commissioner of Public Works regarding the assumption of the municipal services for Rowntree Court Subdivision, Plan 43M-590, located north of Rathburn Road East and east of Fieldgate Drive.

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Rowntree Court Subdivision Plan 43M-590, located north of Rathburn Road East and east of Fieldgate Drive.
- (b) That the Letter of Credit for Plan 43M-590 currently valued at \$53,667.68, be returned to the developer, Laura Ochshorn Investments Ltd. and Grando Holdings Ltd.

- (c) That a by-law be enacted establishing the road allowance within Plan 43M-590 as public highway and part of the municipal system of the City of Mississauga.

M-590

Approved

See Recommendation OW-69-89 (T. Southorn)

8. Report dated January 27, 1989, from the Commissioner of Public Works regarding the assumption of the municipal works for Ursini Residential Subdivision, Plan M-458, located south of Britannia Road West and east of Erin Mills Parkway.

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services in Plan M-458.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Ursini Residential Subdivision, located south of Britannia Road West and east of Erin Mills Parkway.
- (b) That the Letter of Credit securing the Servicing Agreement for Plan M-458 (currently valued at \$70,161.27) be returned to the developer, Leonard Ursini Investments Limited.
- (c) That a by-law be enacted establishing the road allowances within Plan M-458 as public highway and part of the municipal system of the City of Mississauga.

M-458
F.02.02

Approved

See Recommendation OW-70-89 (T. Southorn)

9. Report dated February 9, 1989, from the Commissioner of Public Works regarding the assumption of the municipal services for Pinetree Development Industrial Subdivision, Phase I, Plan M-449 (located north of Britannia Road East and west of Tomken Road).

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Engineering Agreement for the installation of municipal services.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Pinetree Development Industrial Subdivision, Plan M-449, located north of Britannia Road East and west of Tomken Road.

- (b) That the Letter of Credit for Plan M-449 currently valued at \$201,890.38, be returned to the developer, Pinetree Development Company Limited.
- (c) That a by-law be enacted establishing the road allowance within Plan M-449 as public highway and part of the municipal system of the City of Mississauga.

M-237
F.02.02

Approved

See Recommendation OW-71-89 (T. Southorn)

10.

Report dated January 31, 1989, from the Commissioner of Public Works regarding the assumption of the Municipal Services for Ferkul Residential Subdivision, Plan 43M-237 located north of the North Service Road and east of Cliff Road.

As far as the Public Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of the municipal services.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Ferkul Residential Subdivision, Plan M-237, located north of North Service Road and west of Cliff Road.
- (b) That the Letter of Credit for Plan M-237 currently valued at \$37,820.50, be returned to the developer, F & F Construction Company Limited.
- (c) That a bylaw be enacted establishing the road allowance within Plan M-237 as public highway and part of the municipal system of the City of Mississauga.

M-449
F.02.02

Approved

See Recommendation OW-72-89 (T. Southorn)

11.

Report dated January 31, 1989, from the Commissioner of Public Works regarding the construction of Mavis Road from Eglinton Avenue to Britannia Road.

From a transportation standpoint it is important to get Mavis Road built to a minimum of four lanes with intersection improvements from Eglinton Avenue to Britannia Road as soon as is reasonably possible.

As far as an update on the status of Mavis Road construction is concerned, it would appear at this time that the right-of-way to permit the construction of Mavis Road from Eglinton Avenue to Britannia Road can be resolved on the basis of Council's approval in principle of the concepts outlined in the report together with the assumption that the issues outlined in Orlando/Cantay's letter of January 26, 1989, can be resolved.

RECOMMENDATION:

- (a) That subject to the Region of Peel lifting the general restriction of development due to landfill site requirements the restriction on the Britannia Landfill Site be limited to the west streetline of the proposed Mavis Road alignment.
- (b) That the Public Works Department continue negotiations with the Developers in the area to obtain a gratuitous dedication of the right-of-way for the proposed Mavis Road between Eglinton Avenue and Britannia Road.
- (c) That the Public Works Department negotiate with the affected Developers in the area together with the Region of Peel (sanitary and water) to arrive at an agreement concerning the construction of Mavis Road including the timing and financial considerations and that a further report be prepared at that time.

J.05.89001

Approved

See Recommendation OW-73-89 (H. Kennedy)

12.

Report dated January 30, 1989, from the Commissioner of Public Works regarding parking for disabled residents.

The Public Works Department is in receipt of a copy of a letter from Mr. Mel Posesorski, Chairman of the Metro Toronto Chapter of the Multiple Sclerosis Society of Canada, which was addressed to the Peel Regional Chairman, Mr. R.F. Bean.

Mr. Posesorski has expressed a number of legitimate concerns on behalf of disabled residents who operate motor vehicles. Each of these concerns has been, or will be, dealt with by the Public Works Department, at which time a report will be forwarded to the Operations and Works Committee.

RECOMMENDATION:

That the report dated January 30, 1989 from the Commissioner of Public Works providing an update on the feasibility of permitting vehicles with handicapped designation, special on-street parking privileges in the City of Mississauga, be received for information.

F.06.01.02

Approved

See Recommendation OW-74-89 (T. Southorn)

13. Report dated January 3, 1989, from the Commissioner of Public Works in response to concerns raised by Mr. Don Pickett, the Property Manager of Square One, regarding the parking on City Centre Drive.

Mr. Pickett has requested that the City of Mississauga prohibit parking on City Centre Drive from the north limit of Robert Speck Parkway to the south limit of Rathburn Road. It has been determined that this portion of City Centre Drive is now under the jurisdiction of the City.

In the interest of safety, parking should be prohibited on City Centre Drive from the north limit of Robert Speck Parkway to the south limit of Rathburn Road, with the exception of the implemented stopping prohibition to a point 60 metres north of the signals on the west side. The parking prohibition will ensure safer operation through this section of City Centre Drive.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement the following:

- (a) A parking prohibition on the east side of City Centre Drive from the north limit of Robert Speck Parkway to the south limit of Rathburn Road.
- (b) A parking prohibition on the west side of City Centre Drive from a point 60 metres north of the north limit of Robert Speck Parkway to the south limit of Rathburn Road.

F.06.04.02

Approved

See Recommendation OW-75-89 (F. Dale)

14. Report dated January 23, 1989, from the Commissioner of Public Works regarding the proposed reduction of 72 hour On-Street Parking to 12-hour Maximum.

In 1984 two distinct arrangements were made available; 12-hour parking which permits a vehicle to be parked on the roadway overnight for example, and 72-hour parking which provided the accommodation of a vehicle on the roadway for residents who may be vacationing over a long week-end.

It is evident and substantiated by the degree of implementation that long-term on-street parking has filled a need for residents owning multiple vehicles. It is also evident however, that long-term parking, particularly 72-hour parking, has been abused and created more than its share of problems.

The Public Works Department maintains that the need for on-street long-term parking can be adequately fulfilled with a maximum duration of 12-hours. Therefore, in order to reduce problems of parking abuse, snow removal, roadway maintenance and garbage pick-up, all 72-hour designations should be reduced to a maximum 12-hours.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement reductions in the duration of time from 72-hours to a maximum 12-hours on-street parking on Barsuda Drive, Bromsgrove Road, Carletta Drive, Gananoque Drive, Glen Erin Drive, Goreway Drive, John Street, Kirwin Avenue, Littlejohn Lane, Mississauga Valley Boulevard, Pine Avenue North, Queen Street West, Shelter Bay Road, South Millway, Third Street and Westminster Place.

Councillor Kennedy expressed concern about reducing the limit in certain streets in Ward 1 since many residents rely on the ability to park for the extended period and would object to the reduction.

The Commissioner of Public Works advised that the 12 hour should be sufficient time for anyone who requires extended on street parking.

Councillor Mullin moved approval of the recommendation but that the by-law become effective June 30 to provide the Public Works Department an opportunity to notify those residents who will be affected by the change. The motion, as amended, was voted on and carried.

F.06.04.02

Amended

See Recommendation OW-76-89 (P. Mullin)

15.

Report dated January 23, 1989, from the Commissioner of Public Works in response to a request to extend parking to 12-hours on Meredith Avenue.

After review in January 1989 by Public Works staff it was found that each of the homes on this street has 200% on-site parking.

In accordance with Council policy adopted in May 1984, extended on-street parking will only be considered in residential areas where less than 200% on-site parking space is available for each residence, with no room for expansion.

There is sufficient on-site parking space (200%) on Meredith Avenue for each home, therefore, based on City Council approved criteria, 12-hour on-street parking is not justified on Meredith Avenue.

RECOMMENDATION:

That, in accordance with Council policy adopted May 1984, extended on-street parking not be implemented on Meredith Avenue as a minimum of 200% on-site parking space is available for each residence.

F.06.04.02

Approved

See Recommendation OW-77-89 (M. Prentice)

16. Report dated January 23, 1989, from the Commissioner of Public Works regarding Parking Prohibitions on Kariya Drive, Enfield Place, Sussex Gate and Matthews Gate.

The Public Works Department has received complaints from Wm. G. Robinson, Property Manager, Sussex Centre and R.I. Cerny, President, Matthews Contracting Inc. pertaining to traffic and parking congestion around the Sussex Centre and Hotel Novotel.

The inclusion of parking/stopping prohibitions on Kariya Drive, Enfield Place, Sussex Gate and Matthews Gate will enable safe and efficient two-way traffic movement on these roadways. The implementation of one hour parking on certain roadways will provide convenient short-term parking for the adjacent businesses.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement the following:

- (a) 'No Parking' prohibitions on both sides of Kariya Drive from Burnhamthorpe Road to Enfield Place (north intersection);
- (b) 'No Parking' prohibitions on both sides of Enfield Place between Kariya Drive (north intersection) and Matthews Gate; and on the north side of Enfield Place between Kariya Drive (south intersection) and Matthews Gate;
- (c) 'No Parking' prohibition on the east side of Sussex Gate between Burnhamthorpe Road and Enfield Place;
- (d) 'No Parking' prohibition on the north side of Matthews Gate between Enfield Place and Hurontario Street;
- (e) 'Parking Restriction' for one hour on both sides of Kariya Drive between Enfield Place (north intersection) and Enfield Place (south intersection);
- (f) 'Parking Restriction' for one hour on the west side of Sussex Gate between Burnhamthorpe Road and Enfield Place;
- (g) 'Parking Restriction' for one hour on the south side of Matthews Gate between Enfield Place and Hurontario Street.

F.06.04.02

Approved

See Recommendation OW-78-89 (M. Prentice)

17. Report dated January 30, 1989, from the Commissioner of Public Works regarding restrictive half-load limits which are designated on various sub-standard roadways throughout the City effective March 1 through to April 30, annually. The restriction is applied to such roadways susceptible to damage by excessive vehicular weight during the Spring thaw. The schedule of roadways is constantly revised in concert with the City's program of roadway reconstruction.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement half-load designations for 1989.

F.06.04.09

Approved

See Recommendation OW-79-89 (H. McCallion)

18.

Report dated January 6, 1988, from the Commissioner of Public Works in respect to a request for a parking prohibition in front of the walkways on Ponytrail Drive.

Staff from the Public Works Department met with Ms. Harvey with respect to parked vehicles on Ponytrail Drive obstructing garbage pick-up at the Russet Homes Cooperative. The waste collectors are currently experiencing problems accessing the refuse when vehicles are parked in front of the walkways from this complex. It was concluded that three of the walkways require a clear access to Ponytrail Drive in order that they may be used as pick-up points for waste.

RECOMMENDATION:

That a by-law be enacted to amend By-law 444-79, as amended, to implement a 'No Parking Anytime' prohibition on the north side of Ponytrail Drive, as follows:

- (i) from a point 38 metres east of Fieldgate Drive to a point 4 metres easterly thereof;
- (ii) from a point 98 metres east of Fieldgate Drive to a point 4 metres easterly thereof;
- (iii) from a point 184 metres east of Fieldgate Drive to a point 4 metres easterly thereof.

This report was included on the agenda of February 1, 1989 and deferred to this meeting at the request of Councillor Prentice. Councillor Prentice advises that the residents have been consulted and the recommendations acceptable.

F.06.04.02

Approved

See Recommendation OW-80-89 (M. Prentice)

19.

Report dated February 2, 1989, from the Commissioner of Public Works outlining the 1988 Traffic Signal Installation Program which identifies the locations where signals were installed including those funded by the City and subsidized by the Province of Ontario and those funded by developer contributions. There were fourteen intersections where signals were installed in 1988.

RECOMMENDATION:

That the report dated February 2, 1989, from the Commissioner of Public Works listing the intersections that were newly signalized in 1988 be received for information.

F.06.02.01

Approved

See Recommendation OW-81-89 (N. Iannicca)

20.

Report dated January 30, 1989, from the Commissioner of Public Works in response to a petition from the residents on Yuma Court for improved winter maintenance. Yuma Court does not form part of the priority route system and qualifies for level 3 service which dictates that after all major arterial and collector routes are completed then secondary routes will be cleared.

RECOMMENDATION:

That level 3 service for winter control on Yuma Court be maintained.

F.05.03.01

Approved

See Recommendation OW-82-89 (F. McKechnie)

21.

Report dated February 13, 1989, from the Commissioner of Public Works regarding Parking/Stopping Prohibitions on Sherwoodtowne Boulevard.

With the construction of the Rathburn Road/Hurontario Street Interchange, Sherwoodtowne Boulevard will become a major connecting link between Rathburn Road and Hurontario Street. The increased traffic volume will necessitate the implementation of parking/stopping prohibitions on both sides of Sherwoodtowne Boulevard, from Rathburn Road to Hurontario Street. These prohibitions will allow safe and efficient traffic movement on this roadway.

To ensure safe and efficient traffic movement on Sherwoodtowne Boulevard stopping prohibitions are required on the south side at all times, and on the north side of Sherwoodtowne Boulevard between 7:00 a.m. to 9:00 a.m. and between 3:30 p.m. and 6:00 p.m. A 'No Parking' prohibition is required during off-peak hours on the north side.

RECOMMENDATION:

That a by-law be enacted to amend By-Law 444-79, as amended, to implement the following:

- (a) 'No Stopping Anytime' restriction on the south side of Sherwoodtowne Boulevard between Hurontario Street and Rathburn Road East.

- (b) 'No Parking Anytime' restriction on the north side of Sherwoodtowne Boulevard between Hurontario Street and Rathburn Road East.
- (c) 'No Stopping' restriction on the north side of Sherwoodtowne Boulevard between Hurontario Street and Rathburn Road East from 7:00 a.m. to 9:00 a.m. and 3:30 p.m. to 6:00 p.m. (Will over-ride prohibition in part (ii) during peak hours).

Councillor Dale recommended that this item be referred to himself, the Mayor and Staff who will be meeting the Owners to sort out the problems at this complex. The motion, as amended, was voted on and carried.

F.06.04.02

Amended

See Recommendation OW-83-89 (F. Dale)

22. Report dated February 21, 1989, from the Commissioner of Recreation and Parks regarding the snow clearing policy at designated City facilities and park areas.

This operation involves the removal of snow and sanding or salting at the Civic Centre, Libraries, Community Centres, Arenas, Pools, Senior Citizen Centres and Park Walkways. In addition, snow fencing is installed in certain areas to alleviate drifting of snow and to restrict public access.

A Policies and Procedures document for Snow Clearing Operations has been prepared for Recreation and Parks Department staff to identify the objectives and the policies governing the administration and maintenance components of the program.

Prior to disseminating this written information to staff, the policy is being brought forward for consideration by the Operation and Works Committee.

The formal adoption of this policy for Recreation and Parks Snow Clearing Operations will assist staff and administration to effectively operate and monitor this function.

RECOMMENDATION:

That the report dated February 21, 1989 from the Commissioner of Recreation and Parks which formally introduces a priority sequence policy for Recreation and Parks Snow Clearing Operations, be approved.

I.00.03

Approved

See Recommendation OW-84-89 (F. McKechnie)

23. Report dated February 21, 1989, from the Commissioner of Recreation and Parks regarding the policy on natural ice rinks.

The Recreation and Parks Department is responsible for identifying suitable and viable natural ice rink locations in the City of Mississauga and for providing assistance in their operations.

A Policies and Procedures document for Mississauga's Natural Ice Rink Program has been prepared for Recreation and Parks Department staff to identify the objectives and the policies governing the operation and administration of the program.

Prior to disseminating this written information to staff, the policy statement is being brought forward for consideration by the Operation and Works Committee.

The provision of natural ice rinks is an important service in our City. The adoption of this policy will recognize the partnership between the City and volunteer groups in providing this service.

RECOMMENDATION:

That the report dated February 21, 1989 from the Commissioner of Recreation and Parks which formally introduces a Mississauga Natural Ice Rink Program Policy, be approved.

L00.02

Approved

See Recommendation OW-85-89 (T. Southorn)

24.

Report dated February 3, 1989, from the City Solicitor regarding the Hoarding By-law. Public Works indicated that there is an ever increasing number of requests to place hoarding and building material within public highways to facilitate building operations on adjacent lands.

The Legal Department has prepared a general regulatory by-law to avoid drafting individual by-laws for each request.

RECOMMENDATION:

That a by-law be enacted to authorize the temporary encroachment on public highways of hoardings and building materials during building operations on adjacent lands.

F.06.04.14

Approved

See Recommendation OW-88-89 (F. McKechnie)

25.

Report dated February 3, 1989, from the City Clerk regarding a Deed of Land to City of Mississauga from Ontario Hydro for part of Superior Boulevard.

As a condition of development of Industrial subdivision T-87066 being developed by 763442 Ontario Limited, the City is to acquire from Ontario Hydro a parcel of land (Parts 1, 2, and 3, Plan 43R-12600) for the completion of Superior Boulevard right-of-way between Kennedy Road and Hurontario Street.

The funding for the acquisition has been provided by the developer. The location of the parcel has been reviewed and approved by the Public Works Department.

RECOMMENDATION:

That a by-law be enacted authorizing execution of a Deed of Land from Ontario Hydro to the City of Mississauga over Part of Lot 9, Concession 1, West of Hurontario Street, designated as Parts 1, 2 and 3 on Plan 43R-16200 (Superior Boulevard).

T-87066

Approved

See Recommendation OW-87-89 (H. Kennedy)

26. Report dated February 1, 1989, from the City Clerk regarding an Encroachment Agreement on a public highway for the property located at 58 Lake Street (Port Credit), Part of Lot 8, Plan 300 W, submitted by Leonard Lawrence Priester.

As a condition of mortgaging, pursuant to the sale of 58 Lake Street, it was requested that a legal survey be prepared showing a partial encroachment of the dwelling onto Lake Street. The extent of the encroachment which comprises the front of the dwelling is approximately 1.52 m (5 ft.) and has existed in excess of forty years which is the estimated age of the house.

As the encroachment does not constitute a traffic hazard, the Public Works Department has no objection to the encroachment, provided that an appropriate Indemnification Agreement is entered into by the owner of 58 Lake Street.

RECOMMENDATION:

That a by-law be enacted authorizing execution of an Encroachment, Indemnity and Release Agreement dated November 7, 1988, submitted by Leonard Lawrence Priester in recognition of a partial encroachment of the residential dwelling at 58 Lake Street.

E.02.07.01(N)

Approved

See Recommendation OW-88-89 (F. McKechnie)

27. Report dated January 30, 1989, from the City Clerk regarding an Encroachment Agreement on a public highway for property located at 236 Queen Street South (Streetsville) submitted by Julie E. Rocca.

In the course of processing a building permit application for the property located at 236 Queen Street South (Streetsville) it became apparent that the brick front wall projects 0.45 m (approximately 18 inches) onto Queen Street South.

In recognition of the encroachment and to facilitate the processing of the building permit application, Julie E. Rocca has submitted to the City a fully executed Encroachment Indemnity and Release Agreement pursuant to the authority of the Municipal Act.

The Public Works Department has no objection to the described encroachment provided that the appropriate agreement is entered into by the owner of the encroaching building.

RECOMMENDATION:

That a by-law be enacted authorizing execution of an Encroachment, Indemnity and Release Agreement dated November 25, 1988 submitted by Julie E. Rocca in recognition of an encroaching brick front wall at the owner's premises located at 236 Queen Street South (Streetsville).

E.02.07.01(C)

Approved

See Recommendation OW-89-89 (F. McKechnie)

28. Report dated January 30, 1989, from the City Clerk regarding an Encroachment Agreement on a public highway for property located at 43 Harborn Road (n.w. corner of Harborn Road and Grange Drive) submitted by Allan and Karen Campbell.

Pursuant to an inspection in June of 1988 by the By-law Enforcement section of the Public Works Department it was determined by survey that the privacy fence and cedar hedge of the residential dwelling was partially encroaching on Harborn Road and Grange Drive.

The encroachment has been in place in excess of 13 years. The fence is 1.8 m (6 ft.) high and the hedge is approximately 3 m (10 ft.) high. Public Works Traffic staff have also made an inspection of the location and are of the opinion that the fence and cedar hedge do not impair traffic visibility.

RECOMMENDATION:

That a by-law be enacted authorizing execution of an Encroachment, Indemnity and Release Agreement dated December 21, 1988, submitted by Allan and Karen Campbell, the owners of 43 Harborn Road in recognition of an encroaching fence and cedar hedge on part of Harborn Road and Grange Drive.

E.02.07.01(B)

Approved

See Recommendation OW-90-89 (H. McCallion)

29. Report 2-89 of the Public Vehicle Authority meeting held on February 7, 1989.

A.03.04.01

Approved

See Recommendations OW-93-89 to OW-95-89 (M. Prentice)

30. Report dated February 13, 1989, from the Commissioner of Public Works regarding the Highway 403 Arterial Road Extension from Cawthra Road to Dixie Road.

During 1987-88, a planning and preliminary design study for the Highway 403 Arterial Road Extension from Cawthra Road to Eglinton Avenue was carried out. It is noted that the first section, from Cawthra Road to Dixie Road, has been a long standing commitment by the Province and the planning efforts were carried out by the City at Ministry of Transportation Ontario (MTO) cost.

Many issues were dealt with during the planning study including:

- project need
- alternative transportation solutions to the project
- transit usage and options
- noise aspects
- impact on property values
- air quality
- other environmental concerns

The study involved a high degree of public participation including consultation with a Community Advisory Committee.

On October 25, 1988, City Council received a report from the Commissioner of Public Works dealing with the results of the planning study. Among other items, it was recommended that the cross-section of the roadway be four lanes, that a specific alignment be adopted, that the possibility of constructing the berm prior to the summer be investigated and that the MTO be advised that detailed design and construction of the section from Cawthra Road to Dixie Road would be proceeded with immediately.

The MTO has recently advised that funding has been allocated to the project as follows:

\$2 million in 1989
\$2 million in 1990
\$3.8 million in 1991

In addition, the Ministry has advised that there are some design features associated with the road which they are not willing to fund.

The schedule of funding for the construction of the project is of extreme concern to the City. It had been hoped to award an early contract for the construction of the berm followed immediately by the main road construction contract such that the roadway would be open to traffic by late 1989 or early 1990.

With the suggested MTO funding schedule it is planned to award one contract for the project in late 1989 with completion expected in late 1990. The slower than anticipated funding will not only delay the roadway opening but will also involve extra costs for funding works prior to receiving MTO funds.

The Ministry has identified a number of specific project design features which they are not willing to fund. These concerns are addressed in the following.

Drainage System

The Ministry states that had they designed the project, drainage would not be provided as an urban design (curb and gutters, catchbasins and storm sewers) and the costs for these features must be borne by the City.

In response the City drainage design is in fact not purely urban. The concept include curbs and gutters, catchbasins and lateral storm sewers outletting into an open ditch on the north side of the roadway. The cost of handling drainage in this manner has been determined to be equivalent to a normal rural drainage system consisting of shoulders and ditches.

Landscaping

The Ministry advises that their practice is to spend only about 2% of project construction costs on landscaping. Any landscaping costs exceeding this amount must be borne by the City.

Preliminary estimates for the cost of landscaping are about \$300,000 representing about \$200,000 above the Ministry's limit of 2% of construction cost. It is felt that although the 2% cap may be generally applicable to Provincial projects, there are cases where more intensive landscaping efforts must be made. In urban areas where planning and design must be sensitive to the desires of the community the amount of landscaping must exceed the arbitrary 2% limit.

Within Mississauga, the Burnhamthorpe road crossing of the Credit River and the Mullet Creek is an excellent example of a location where extra landscaping efforts were undoubtedly required. In fact, on this project about 5% of roadway construction cost was spent on landscaping. The Highway 403 Arterial Road Extension is another project where extra landscaping costs are warranted.

Kill Strips

The Ministry feels kill strips are not required and advise they will not pay for them.

The cost of the concrete kill strip is approximately \$150,000 and is related to the City's standard for the urban roadway cross-section. In the past the City has had maintenance difficulties with grass deteriorating rapidly immediately adjacent to traffic lanes especially in narrow boulevard locations.

Little Etobicoke Creek Culvert

The current design calls for the noise berm south of the roadway to be continuous along the length of the roadway. This necessitates the Little Etobicoke Creek culvert to be extended to accommodate the continuous berm. The Ministry presumably favours the introduction of a short section of noise wall and advises they are not willing to pay for the extra culvert costs.

February 21, 1989

The extra costs associated with the design proposed by the City is approximately \$500,000. It is strongly felt that this cost should be incurred in order to have the benefit of a continuous berm to mitigate adequately the roadway noise impact on the residences to the south.

To construct a noise barrier only at the creek crossing would be extremely aesthetically displeasing in a location of greatest visibility. The creek crossing area being in the roadway sag, is visible to roadway users and residences south of the road for a relatively long distance. Because of this the City committed itself to a continuous berm during the planning study.

Pavement Design

The Ministry advises that the extra costs associated with a composite pavement design (concrete base and asphalt surface) would not be paid for.

The City's preference for the composite design relate to its greater structural strength and consequently its longer life and lower future maintenance and resurfacing costs. The City and the Region of Peel have used a composite pavement at other municipal road projects such as Burnhamthorpe Road, the Queensway, Cawthra Road and Dixie Road. The extra costs related to a composite pavement design is about \$360,000.

Illumination

The Ministry's policy is not to provide full illumination of roadways of this type and to provide illumination only at intersections.

It is agreed that the City should assumed the cost for lighting additional to MTO standards.

In addition to the above specific comments there is a more general concern relating to the Ministry's position.

It had been agreed by the City and the Ministry that the planning, design and construction for the roadway should be the responsibility of the City on behalf of the Ministry. It was felt by all concerned that the City would be in a better position to deal with the issues and to carry out the expected significant public participation activities. It was also noted that there would be a considerable political interest in a project of this type.

Recognizing the above and the environment during which project planning was carried out, it was not expected that the Ministry would take a position against cost sharing for elements of the project design which made the project more acceptable to the community such as landscaping and the continuity of the berm at the Little Etobicoke Creek.

It is strongly felt that should the Ministry have carried out the planning for the project, the public participation and political interests would very likely have resulted in a design very similar to that proposed by the City.

Finally, it should be recognized by the MTO that the City has incurred significant staff time and costs by assuming the coordinating role for the project. These costs have not been charged to the Ministry and have in fact been incurred by the City for a project for which the Ministry has agreed to be financially responsible.

RECOMMENDATION:

- (a) That the Ministry of Transportation Ontario be advised that the rate at which funding is being made available for the Highway 403 Arterial Road Extension from Cawthra Road to Dixie Road is not consistent with the priority determined through the Greater Toronto Area Transportation Forum.
- (b) That staff be directed to meet with Ministry of Transportation Ontario staff to negotiate cost sharing for the Highway 403 Arterial Road from Cawthra Road to Dixie Road as outlined in the report from the Commissioner of Public Works dated February 13, 1989.

J.05.88012
J.05.88402

Approved

See Recommendation OW-(T. Southorn)1(D. Lane)9 (M. Prentice)

31. Tender TW-45-1988 regarding the towing services and compound facilities.

The City received a letter dated February 1, 1989, from Mr. Jack Lyons, President of Lyons Auto Body Ltd., objecting to the decision to retender the above noted project.

In response Staff provided a chronology of the key events and an overview of the situation in a memo dated February 6, 1989.

Mr. Lyons appeared before the Committee and pointed out that he had been advised that he was successful bidder for area 2 and had agreed to cover half of area 1 where there was no bidder. Then because of a complaint from one of the unsuccessful bidders, Staff reviewed the matter and recommended that it be retendered.

Due to the confusion over the matter, Staff were requested for a complete report outlining the rationale for re-tendering to be available at the next Committee meeting scheduled for March 1, 1989.

TW-45-1988

See Recommendation OW-92-89

On verbal motion the Committee moved in camera at 4:10 p.m. The Committee moved out of camera at 4:25 p.m. No recommendation resulted from the in camera discussion.

Recommendations: As per Report 4-89

Adjournment: 4:25 P.M.

THE OPERATIONS AND WORKS COMMITTEE

FEBRUARY 21, 1989

REPORT 4-89

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its fourth report and recommends:

- OW-63-89 That the request by Petro-Canada Products for an exemption from the payment of monies for a future sidewalk on North Sheridan Way with respect to Site Plan Application SP-227/88W at 2489 North Sheridan Way be denied.
SP 227-88
(OW-63-89)
- OW-64-89 That the 1988 and 1989 licences for Musketeer Billiards be renewed.
L.02.04.21
(OW-64-89)
- OW-65-89 That the Transit Department be authorized to increase their order of transit vehicles with Ontario Bus Industries from 20 to 25 subject to the final approval of the Ministry of Transportation 75% subsidy.
TMT-21-1988
(OW-65-89)
- OW-66-89 That Staff prepare a report for the consideration of the Operations and Works Committee in 30 days outlining a policy for permitting directional signage offsite for designated heritage buildings which are converted to commercial uses.
L.09.04.001
(OW-66-89)
- OW-67-89 That the report dated January 26, 1989, from the Commissioner of Public Works regarding an amendment to Schedule 'C' Part 'B' item 4 of the Servicing Agreement for 763442 Ontario Limited (T-87066 - lands located on Kennedy Road/Ambassador Drive) be deferred to the Operations and Works Committee scheduled for March 15, 1989.
T-87066
M-868
(OW-67-89)

- OW-68-89 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for The Erin Mills Development Corporation, Registered Plans 43M-600 and 43M-601, located north of Highway 403 and west of Mississauga Road.
- (b) That the Letters of Credit securing the Servicing Agreement for Registered Plans 43M-600 and 43M-601 (currently valued at \$346,847.83 and \$51,951.69) be returned to the developer The Erin Mills Development Corporation.
- (c) That a by-law be enacted establishing the road allowances within Registered Plans 43M-600 and 43M-601 as public highway and part of the municipal system of the City of Mississauga.

M-600
M-601
(OW-68-89)

- OW-69-89 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Rowntree Court Subdivision Plan 43M-590, located north of Rathburn Road East and east of Fieldgate Drive.
- (b) That the Letter of Credit for Plan 43M-590 currently valued at \$53,667.68, be returned to the developer, Laura Ochshorn Investments Ltd. and Grando Holdings Ltd.
- (c) That a by-law be enacted establishing the road allowance within Plan 43M-590 as public highway and part of the municipal system of the City of Mississauga.

M-590
(OW-69-89)

- OW-70-89 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Ursini Residential Subdivision, located south of Britannia Road West and east of Erin Mills Parkway.
- (b) That the Letter of Credit securing the Servicing Agreement for Plan M-458 (currently valued at \$70,161.27) be returned to the developer, Leonard Ursini Investments Limited.
- (c) That a by-law be enacted establishing the road allowances within Plan M-458 as public highway and part of the municipal system of the City of Mississauga.

M-458
F.02.02
(OW-70-89)

- OW-71-89 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Pinetree Development Industrial Subdivision, Plan M-449, located north of Britannia Road East and west of Tomken Road.
- (b) That the Letter of Credit for Plan M-449 currently valued at \$201,890.38, be returned to the developer, Pinetree Development Company Limited.
- (c) That a by-law be enacted establishing the road allowance within Plan M-449 as public highway and part of the municipal system of the City of Mississauga.

M-449
F.02.02
(OW-71-89)

- OW-72-89 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Ferkul Residential Subdivision, Plan M-237, located north of North Service Road and west of Cliff Road.
- (b) That the Letter of Credit for Plan M-237 currently valued at \$37,820.50, be returned to the developer, F & F Construction Company Limited.
- (c) That a bylaw be enacted establishing the road allowance within Plan M-237 as public highway and part of the municipal system of the City of Mississauga.

M-237
F.02.02
(OW-72-89)

- OW-73-89 (a) That subject to the Region of Peel lifting the general restriction of development due to landfill site requirements the restriction on the Britannia Landfill Site be limited to the west streetline of the proposed Mavis Road alignment.
- (b) That the Public Works Department continue negotiations with the Developers in the area to obtain a gratuitous dedication of the right-of-way for the proposed Mavis Road between Eglinton Avenue and Britannia Road.
- (c) That the Public Works Department negotiate with the affected Developers in the area together with the Region of Peel (sanitary and water) to arrive at an agreement concerning the construction of Mavis Road including the timing and financial considerations and that a further report be prepared at that time.

J.05.89001
(OW-73-89)

- OW-74-89 That the report dated January 30, 1989 from the Commissioner of Public Works providing an update on the feasibility of permitting vehicles with handicapped designation, special on-street parking privileges in the City of Mississauga, be received for information.

F.06.01.02
(OW-74-89)

- OW-75-89 That a by-law be enacted to amend By-law 444-79, as amended, to implement the following:

- (a) A parking prohibition on the east side of City Centre Drive from the north limit of Robert Speck Parkway to the south limit of Rathburn Road.
- (b) A parking prohibition on the west side of City Centre Drive from a point 60 metres north of the north limit of Robert Speck Parkway to the south limit of Rathburn Road.

F.06.04.02
(OW-75-89)

- OW-76-89 (a) That a by-law be enacted to amend By-law 444-79, as amended, to implement reductions in the duration of time from 72-hours to a maximum 12-hours on-street parking effective June 1, 1989, on Barsuda Drive, Bromsgrove Road, Carletta Drive, Gananoque Drive, Glen Erin Drive, Goreway Drive, John Street, Kirwin Avenue, Littlejohn Lane, Mississauga Valley Boulevard, Pine Avenue North, Queen Street West, Shelter Bay Road, South Millway, Third Street and Westminster Place.
- (b) That the Public Works Department notify those residents affected by the change in the on-street parking.

F.06.04.02
(OW-76-89)

- OW-77-89 That, in accordance with Council policy adopted May 1984, extended on-street parking not be implemented on Meredith Avenue as a minimum of 200% on-site parking space is available for each residence.

F.06.04.02
(OW-77-89)

OW-78-89 That a by-law be enacted to amend By-law 444-79, as amended, to implement the following:

- (a) 'No Parking' prohibitions on both sides of Kariya Drive from Burnhamthorpe Road to Enfield Place (north intersection);
- (b) 'No Parking' prohibitions on both sides of Enfield Place between Kariya Drive (north intersection) and Matthews Gate; and on the north side of Enfield Place between Kariya Drive (south intersection) and Matthews Gate;
- (c) 'No Parking' prohibition on the east side of Sussex Gate between Burnhamthorpe Road and Enfield Place;
- (d) 'No Parking' prohibition on the north side of Matthews Gate between Enfield Place and Hurontario Street;
- (e) 'Parking Restriction' for one hour on both sides of Kariya Drive between Enfield Place (north intersection) and Enfield Place (south intersection);
- (f) 'Parking Restriction' for one hour on the west side of Sussex Gate between Burnhamthorpe Road and Enfield Place;
- (g) 'Parking Restriction' for one hour on the south side of Matthews Gate between Enfield Place and Hurontario Street.

F.06.04.02
(OW-78-89)

OW-79-89 That a by-law be enacted to amend By-law 444-79, as amended, to implement half-load designations for 1989.

F.06.04.09
(OW-79-89)

OW-80-89 That a by-law be enacted to amend By-law 444-79, as amended, to implement a 'No Parking Anytime' prohibition on the north side of Ponytrail Drive, as follows:

- (i) from a point 38 metres east of Fieldgate Drive to a point 4 metres easterly thereof;
- (ii) from a point 98 metres east of Fieldgate Drive to a point 4 metres easterly thereof;
- (iii) from a point 184 metres east of Fieldgate Drive to a point 4 metres easterly thereof.

F.06.04.02
(OW-80-89)

OW-81-89 That the report dated February 2, 1989, from the Commissioner of Public Works listing the intersections that were newly signalized in 1988 be received for information.

F.06.02.01
(OW-81-89)

February 21, 1989

OW-82-89 That level 3 service for winter control on Yuma Court be maintained.

F.05.03.01
(OW-82-89)

OW-83-89 That the report dated February 13, 1989, from the Commissioner of Public Works regarding parking/stopping prohibitions on Sherwoodtowne Boulevard be referred to the Mayor, the Ward Councillor and Staff to be dealt with at their meeting with the owners of the Village Offices of Sherwoodtowne to discuss alternate solutions to the parking deficiency identified in the report dated February 20, 1989, from the Commissioner of Planning and Building.

F.06.04.02
(OW-83-89)

OW-84-89 That the report dated February 21, 1989 from the Commissioner of Recreation and Parks which formally introduces a priority sequence policy for Recreation and Parks Snow Clearing Operations, be approved.

I.00.03
(OW-84-89)

OW-85-89 That the report dated February 21, 1989 from the Commissioner of Recreation and Parks which formally introduces a Mississauga Natural Ice Rink Program Policy, be approved.

I.00.02
(OW-85-89)

OW-86-89 That a by-law be enacted to authorize the temporary encroachment on public highways of hoardings and building materials during building operations on adjacent lands.

F.06.04.14
(OW-86-89)

OW-87-89 That a by-law be enacted authorizing execution of a Deed of Land from Ontario Hydro to the City of Mississauga over Part of Lot 9, Concession 1, West of Hurontario Street, designated as Parts 1, 2 and 3 on Plan 43R-16200 (Superior Boulevard).

T-87066
(OW-87-89)

OW-88-89 That a by-law be enacted authorizing execution of an Encroachment, Indemnity and Release Agreement dated November 7, 1988, submitted by Leonard Lawrence Priester in recognition of a partial encroachment of the residential dwelling at 58 Lake Street.

E.02.07.01(N)
(OW-88-89)

- OW-94-89 (a) That the revised tariff review formula outlined in the January 18, 1989, report of William P. Taylor, Commissioner of Public Works, containing changes in cost factors for vehicles and the leasing of plates be adopted.
- (b) That the taxicab meter rate be increased to .25¢ for each additional 280 meter drop, and the waiting time be increased to .25¢ for each 45 seconds.
- (c) That the Legal Department amend Schedule 2 of By-Law 697-84, as amended, to reflect the above revisions.
- (d) That at the next meeting of the Public Vehicle Authority, a Subcommittee of the Public Vehicle Authority be established to study the present formula used in determining the current Taxicab tariff rate.

L.08.02

(PVA-2-9-89)

- OW-95-89 (a) That the rules and procedures for the issuance of additional taxicab owner's licenses as set out in Public Vehicle Licensing By-law 697-84, as amended, and contained in the procedural guidelines adopted by City Council on January 28, 1985, be carried out in the normal manner for this licence issuance.
- (b) That after posting the names of applicants from the Priority List who are being considered for issuance of a licence and NO OBJECTIONS are received, staff shall issue the appropriate number of additional licences.
- (c) That where OBJECTIONS are received against an applicant whose name had been posted, the application shall be referred to the Licence Appeal Committee for further consideration.
- (d) That a ratio of one (1) cab per 1,400 increase in population be adopted as the new ratio guideline figure to be used in calculating the required number of taxicabs to properly service the City.
- (e) That twenty-six (26) additional taxicab owner's licenses be issued in the following manner:
- (i) Eleven to be issued in April, 1989.
 - (ii) Five to be issued in May, 1989.
 - (iii) Five to be issued in June, 1989.
 - (iv) Five to be issued in September, 1989.
- (f) That the Public Vehicle Licensing By-law 697-84, as amended, be amended to increase the "Limitation Number" of taxicab owner's licenses by twenty-six (26) to a total of 453.

- (g) That sufficient number of successful applications from the Taxicab Owner's Priority Waiting List be processed to fulfill the "New Limitation of Owner's Licenses" total, keeping in mind any appeals that may be pending.
- (h) That for each issuance period the taxicab owner's fees in effect at that time be applied.
- (i) That staff be requested to review the number of taxicab owners licenses in the City of Mississauga in September 1989, to determine if the existing number of licenses is sufficient to service the City of Mississauga, and report their findings to the Public Vehicle Authority.

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(PVA-2-10-89)